

# THE GRAPHIC

AN ILLUSTRATED WEEKLY NEWSPAPER

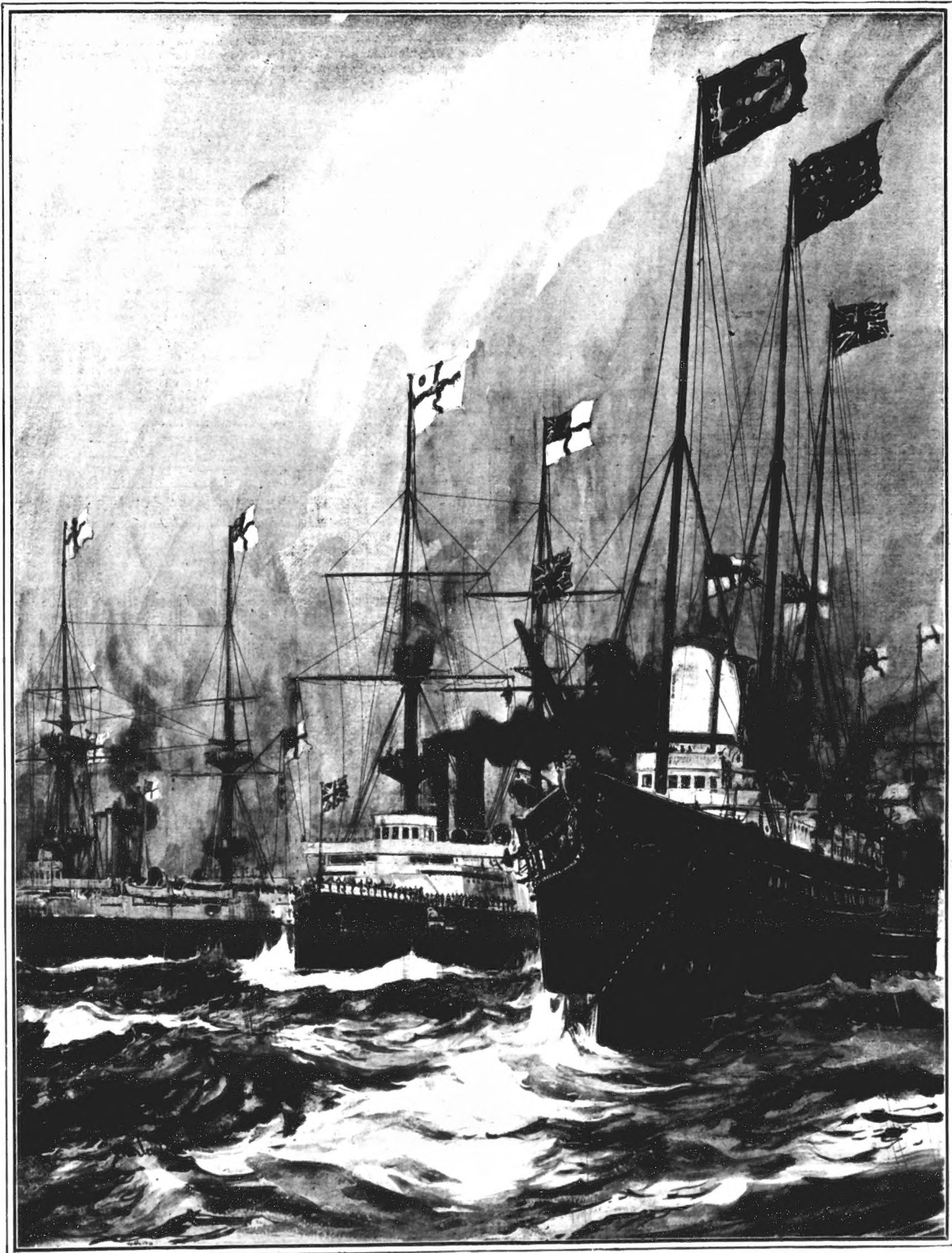
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Majestic

Revenge

Victoria and Albert

The King on Monday inspected the Fleet under way off the Isle of Wight; but in consequence of the heavy rain and strong wind the elaborate evolutions which were to have been carried out had to be abandoned. The *Victoria and Albert* was anchored just beyond the Warner lightship. The seagoing squadrons then weighed at about 10.30, and moved out to sea at a speed of about six knots, and four cables apart, keeping so evenly abreast of each other that throughout the inspection the

signal was kept flying from the King's yacht—"Magnificent sight; splendid order kept." As they approached Sandom Bay the vessels increased their speed. Subsequently the Japanese, Portuguese, and Italian war vessels steamed past the *Victoria and Albert*, firing a salute and manning ship as they did so, while His Majesty signalled them farewell.

AFTER THE REVIEW AT SPITHEAD: THE DISPERSAL OF THE FLEET

DRAWN BY CHARLES DIXON, R.I.

## Topics of the Week

### The Boer Generals

ANY idea that the average Englishman regards the Boers with feelings of vindictiveness, or that he is disposed to treat them otherwise than as fellow-citizens of whom he is genuinely proud, must have been dissipated by the reception accorded to Generals Botha, De Wet and Delarey on their short visit to this country early in the week. No artificial sense of the courtesies due to a vanquished foe, and certainly no calculating idea of political conciliation, prompted the enthusiasm of the crowds which greeted the Boer Generals at Portsmouth and in London. The British people love pluck before everything, and they have never been known to qualify their appreciation of it, even when they may have suffered through it. They feel that a people who can fight as the Boers have fought are necessarily akin to themselves, and if they are proud of having beaten them, they are still prouder of having made them their political brethren. The Boers are to intelligent a people not to see what all this signifies. The chivalrous courtesy of official people may or may not mean all it says, but there is no mistake about the unrehearsed demonstration of the man in the street. And it must be remembered that in this country the man in the street is master. What he shouts to-day the politician thinks to-morrow, if indeed he has not anticipated it. The goodwill the Boers have won at the hands of English public opinion is the best of all guarantees that they will be treated in the future with scrupulous fairness and abundant generosity. They know now where to bring their complaints, and they are assured beforehand of the most sympathetic hearing. On the other hand this very goodwill implies a trust in them which they will do well to take care not to forfeit. As they look to us for a loyal observance of the spirit as well as the letter of the Peace of Pretoria, so we look to them to play fair. There are plenty of mischief-workers abroad who will spare no effort to lead them into intrigue and stimulate in them a spirit of disaffection. To listen to these would be not only to bring immediate disaster on themselves but to revive a spirit of suspicion in this country which would lead to misunderstandings from which generations yet unborn would suffer.

### The Shah in England

YEARS ago the visit of a Shah of Persia to this country was primarily a Court function and a popular sensation. To-day it has a palpitating political significance. The over-sea competitions of the Powers have brought Persia into the front line of the international questions which preoccupy the Chancelleries of Europe. What China is in the East of Asia, Persia is to a great extent in the West. Both are arenas in which the ambitions of Great Powers jostle one another, and both are weak States in which these ambitions necessarily find temptations. Persia is, however, the centre of a more intense struggle than ever China was. The Great Powers have not quite the same commercial interest there that they have in China, but on the other hand their political interests are more serious. It is through Persia that Russia looks for her next dash to the ice-free ocean, and it is upon the independence and integrity of Persia that Great Britain largely depends for the defence of her Indian Empire on the West. Hence the risk of grave complications is much greater there than ever it was in the Flowery Land. We could afford to pout and protest when we were tricked at Port Arthur; a similar trick at Bander Abbas would mean war. For these reasons we rejoice to welcome the Shah to England. He will have an opportunity of learning from our public men how sincere is our wish that his Empire may steer clear of trouble, and that it may safeguard its own interests by strengthening itself from within. The Shah could not have a better example of how to protect himself than in the neighbouring State of Afghanistan. We do not desire that he shall establish with ourselves or any other Power the exact relations which subsist between the Ameer and India, but we do desire that he shall so order his internal government and so organise his resources that no other Power shall be tempted to tamper with his sovereignty. To reach this end his best course is to open his country freely to the commercial and industrial enterprises of the foreigner, and to avail himself in his administration of the best advice he can get without giving an undue preference to any one Power.

### Home and Colonial Cricket

IN the course of a very few hours on one day last week the whole attitude of public opinion changed towards the merits of the English and Australian cricket teams of the year. Before Jessop's hitting and Hirst's fine generalship pulled the apparently hopeless Test Match out of the fire for England, nearly every critic was beginning to find

reasons for the apparent decadence of English cricket in 1902, and after the match the same critics, it is to be feared, were bent on showing that given equal luck and equal conditions the best English team was a good deal better than the best the Colonies could bring against it. The truth is, probably, to be found between these two extremes of opinion; and it is most probable that England and Australia were never more evenly matched at cricket than in the present year. The question of luck we may for the moment leave out of account. Napoleon, when inquiring upon the record of a general, always asked was he a "lucky general"? and the great strategist's opinion that they have the best luck who most deserve it applies to cricket as well as war. This year every one of the five Test Matches has been played on a wicket damaged at one point or another by rain—a sweeping commentary on the character of the English summer—and someone or other was fairly sure to get the best of that wicket. The Australians, perhaps, got rather the more good moments; but then they took advantage of them; and this much cannot be denied, that in both the matches the fact that England lost a dropped catch at a critical moment in the Australian innings, had quite as much to do with the result as anything in the weather or the wicket.

## Paris Gossipings

FROM OUR OWN CORRESPONDENT

THE French automobile is becoming a veritable instrument of destruction both for foot-passengers and the people who drive the vehicles. The intoxication of speed is daily making further ravages among automobilists. A law exists restricting speed to fifteen kilometres in towns and thirty in the open country, but not one chauffeur in a hundred dreams of respecting it. Motor-cars fly down the Champs Elysées, day and night, at forty and fifty kilometres an hour, and in the open country they simply know no limit. Within the last six weeks Mr. W. K. Vanderbilt, junior, and Baron Henri de Rothschild were running matches on the Paris-Chartres road, when each of them exceeded the speed of 120 kilometres an hour.

I met Baron Henri de Rothschild one day travelling at this rate. First I saw a speck on the horizon several miles away. In one minute's time it had come in clear view as a moving cyclone, and sixty seconds later an automobile roared past, barely visible in the whirlwind of dust, sticks and stones that accompanied it. Through the dust cloud I saw a man's head, barred by a pair of black goggles, his eyes glued to the road in front of him. The driver's hands clutched the steering wheel like a vice, as a moment's carelessness would mean instant destruction. This kind of driving becomes a kind of mania with a certain category of automobilists, and unless they are going like a cyclone they take no pleasure in the sport. Everything depends on the excellence of their machines, the bursting of a tyre, the snapping of an axle, or a breakdown of the steering gear and the chauffeur is in eternity. I imagine it is this knowledge that gives the sport an additional zest to certain automobilists.

The terrible fate of Mr. and Mrs. Charles Fair is a striking example of the terrible risks they run. Mr. Fair had purchased a Mercedes machine, which had furnished proof of what it could do in the famous Paris-Vienna race, and its owner was a skilful driver. But he was going at seventy miles an hour when the tyre of one of the hind wheels burst. This, in itself, need not have caused the catastrophe, as the rupture of a hind-wheel tyre is nothing like so dangerous as the bursting of one of the front-wheel tyres. But, unfortunately, just when the accident happened, Mr. Fair was seized with a violent fit of coughing. This probably caused him to give a convulsive jerk to his steering wheel; the vehicle left the road, and was hurled like a cannon ball against a tree.

The Education Bill in England is causing a certain amount of excitement, but I doubt if it will reach the diapason that the education question has reached in France. Schools fortified by deep trenches filled with water and surrounded by barricades protected by entanglements of barbed wire will never, I imagine, be a popular form of educational establishment in England. There is, however, an amusing side to the resistance in Brittany. A *chouan* peasant scouting in an automobile watching for the advance of the Government forces is a development of modern civilisation that no one would have dreamed of a dozen years ago.

There is no doubt, however, that in the present instance public sympathy is with the Bretons. There is something touching in their devotion to the Sisters, who are, in many instances, all that the inhabitants of outlying villages have to look to for education and help in time of sickness. It is further notorious that the Government are quite unable to supply their places. In many villages no other schools exist, and six weeks hence, when the holidays are over, the children will have nowhere to go to for education. The budgets of the Departments are, in many instances, greatly overcharged, and it is difficult to see where they are going to find the money to at once construct hundreds of schools to replace the Free Schools. If France could be divided into watertight compartments, each administered according to its religious and political views, all would be well. In the Nord, for instance, where Socialism and anti-Clericalism reign supreme, the expulsion of the nuns would be regarded with as much indifference as it rouses religious enthusiasm and creates resistance.

## The Court

THE curtain has fallen on the last of the Coronation functions, and the King is free at last to take a genuine holiday. His Majesty's last week at Cowes was most busy. As the King and Queen returned to the Royal yacht from town they met with a most enthusiastic reception following the loyal farewells in London. All Portsmouth turned out to see their Majesties; the Mayor and Corporation were waiting on the jetty with a congratulatory address, and Royal salutes thundered out from the beflagged ships as the *Victoria and Albert* passed to her moorings at Cowes. No sooner was the Royal yacht at anchor than the King, with the Prince of Wales and Prince Charles of Denmark, went on board the yacht *Thistle* to see the ex-Empress Eugénie—a proof how well His Majesty had borne the journey from town. Further, when back on the Royal yacht, the King presented Coronation medals to the officers and warrant officers of the Royal yachts and the guard-ship *Australia*, the presentation taking place on the saloon deck. Next day there was a very pathetic ceremony on the *Alberta*, accompanied by the Princes and Princesses, the King went on board the little yacht which had so often taken Queen Victoria across the Solent, and placed there a memorial of her last journey. A small cutting was made in the deck between the Royal pavilion and the bridge, on the spot where the Queen's body lay on its way to Portsmouth, and King Edward inserted there an engraved brass cross bearing the following inscription:—"V.R.I. Here rested the beloved remains of Queen Victoria from February 1st to the 2nd, 1901. Born May 24, 1819; died January 22, 1901." Afterwards the Royal party drove in a wagonette to Osborne Cottage to see Princess Henry of Battenberg, whom, with Princess Victoria of Schleswig-Holstein, the King brought back to lunch on board the *Victoria and Albert*. In the afternoon His Majesty held an Investiture on the yacht, when he bestowed the Orders either of the Bath or of St. Michael and George on over forty gentlemen, chiefly naval and military officials. King Edward also decorated gunner George Mascull, R.N., with the Conspicuous Service Cross for gallantry during the taking of the Taku Forts in the Chinese Campaign of 1900. Visitors had been coming and going to the yacht all the afternoon, and Queen Alexandra had been busy photographing. Later the King and Queen, with the Prince of Wales, again landed at Osborne to visit one of the Royal gardeners, who is seriously ill, and to whom King Edward sent his own physicians.

The great day of the Review was happily fine, and quite early the *Osborne* was off to Portsmouth to fetch the King's guests who were invited to witness the Review on board the *Victoria and Albert*. Admiral Sir Harry Keppel, the "Father of the Fleet," was already staying with the King, but the Marquis de Soveral, Count Albert Mensdorff, and Lords Roberts and Kitchener, were among the fresh arrivals, together with the Lords of the Admiralty. Princess Henry of Battenberg and Princess Victoria of Schleswig-Holstein also joined the party in time for an early lunch, when the band of the Royal Marines were playing. After the Review the *Victoria and Albert* passed the night off Spithead and steamed quietly back to Cowes on Sunday morning. Divine Service was held on board before the Royal party, Commander Lambton reading the prayers, and then the King received privately the Boer Generals, Botha, De Wet, and Delarey, presented by Lord Kitchener. His Majesty cordially received his visitors and shook hands with each General, who was subsequently presented to the Queen and Princess Victoria. Farewells were the order of the day, the Prince of Wales leaving for town to meet the Shah, while the Danish Crown Prince left for Copenhagen, and late in the afternoon the King and some of the Royal Family landed at Osborne for a drive. On Monday the King went out to Spithead once more to bid his Fleet farewell and to witness their manoeuvres. His Majesty then went back to Cowes, where he spent Tuesday quietly. The Shah's visit was fixed for Wednesday, the Persian Sovereign luncheon with the King and Queen on the yacht, and according to present arrangements the *Victoria and Albert* would start on Thursday on her coasting cruise. Possibly this will last a month, ending at Aberdeen, where their Majesties will land for Balmoral.

The King has not been slow to acknowledge the nation's loyalty. Another message to the people, through the Mayor of Portsmouth, breathes the same gratitude and affection, while the message to the Fleet after the Review is most congratulatory. In memory of the Coronation King Edward has presented to Westminster Abbey an exquisite golden crucifix, with figures of the Virgin and St. John at the base. Once more His Majesty's visit to Ireland is being discussed, and it is hoped that the King might go in February next. As King Edward starts on his holiday it is most satisfactory to hear the medical expert opinion that he is really well—the wound practically healed and his general health better than for months past.

The Prince and Princess of Wales will spend most of the autumn in the Highlands after all. The Royal children went off first to Abergeldie, the Princess followed, and the Prince will join his wife and family directly he has finished doing the honours to the Shah of Persia. Later the Prince and Princess will go to Sandringham, where it is announced that the Prince has bought some additional property—the Hill House estate at Dersingham, which adjoins the King's domain.

Although this is the present Shah's first visit, his father and predecessor was here twice, and had a most elaborate State reception. Muzaffer-ed-Din comes, unfortunately, out of the London season, but all honours are being paid him, and he is the King's guest at Marlborough House. British cruisers met him a little way off Calais and fired a Royal salute when he entered English waters in the steamer *Empress*, which came across the Channel at half-speed, by His Majesty's wish. The Shah was nervous about sea-sickness,



but had a good passage. Prince Arthur of Connaught and a host of officials met His Majesty, the Prince escorting him to the Lord Warden Hotel, where he remained till Monday, and then came up to town. At Victoria the Prince of Wales and a guard of honour received the Shah, who was very much pleased with the troops lining the route to Marlborough House and the greetings from the crowd. His Majesty sparkled with jewels, his astrachan fez displaying his famous diamond, the "Sea of Light." In the evening the Prince of Wales gave a State dinner to the Shah, on the King's behalf, at Buckingham Palace. On Tuesday, His Majesty was occupied with audiences, and spent the evening at the Empire; Wednesday was devoted to the visit to the King at Cowes; Thursday's programme was an official lunch at the Persian Legation, the evening being spent at the Hippodrome, accompanied by Prince Arthur of Connaught; and yesterday (Friday) the Prince was to escort him to Woolwich Arsenal, and to witness a review of the Royal Artillery, while fireworks at the Crystal Palace will close the day. Saturday is to be spent at Windsor going over the Castle and shooting in the Park.

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Sandown	1 49	2 50	3 45	5 4	5 50	7 0	8 25	9 45	11 45	1 45
Shanklin	2 0	3 3	3 36	5 15	6 0	7 10	8 37	9 57	11 57	1 57
Ventnor	2 10	3 18	3 40	6 0	6 1	7 52	9 10	11 10	1 10	3 10
Cowes	2 10	3 18	3 40	6 0	6 1	7 52	9 10	11 10	1 10	3 10
Newport	2 10	3 18	3 40	6 0	6 1	7 52	9 10	11 10	1 10	3 10
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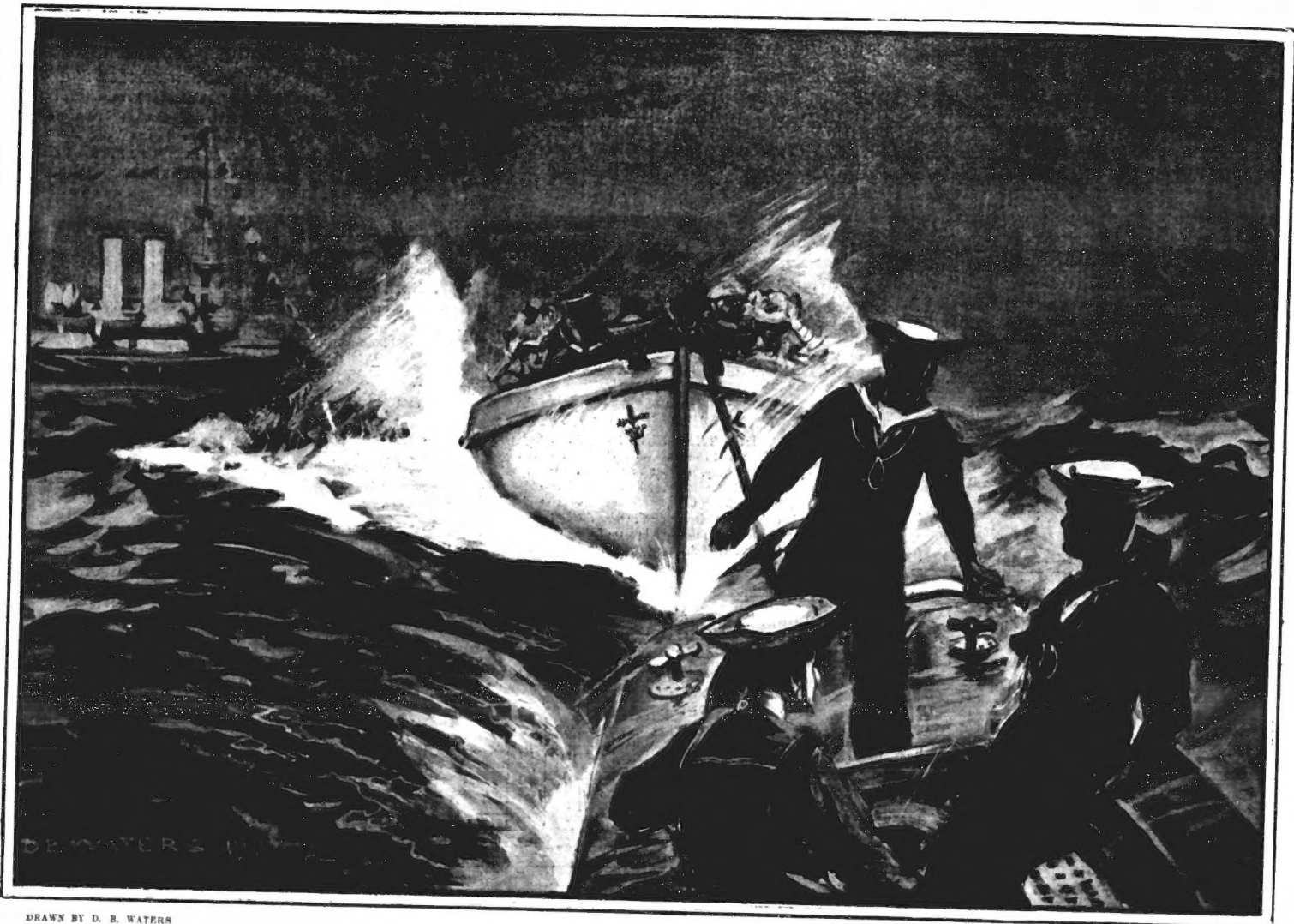
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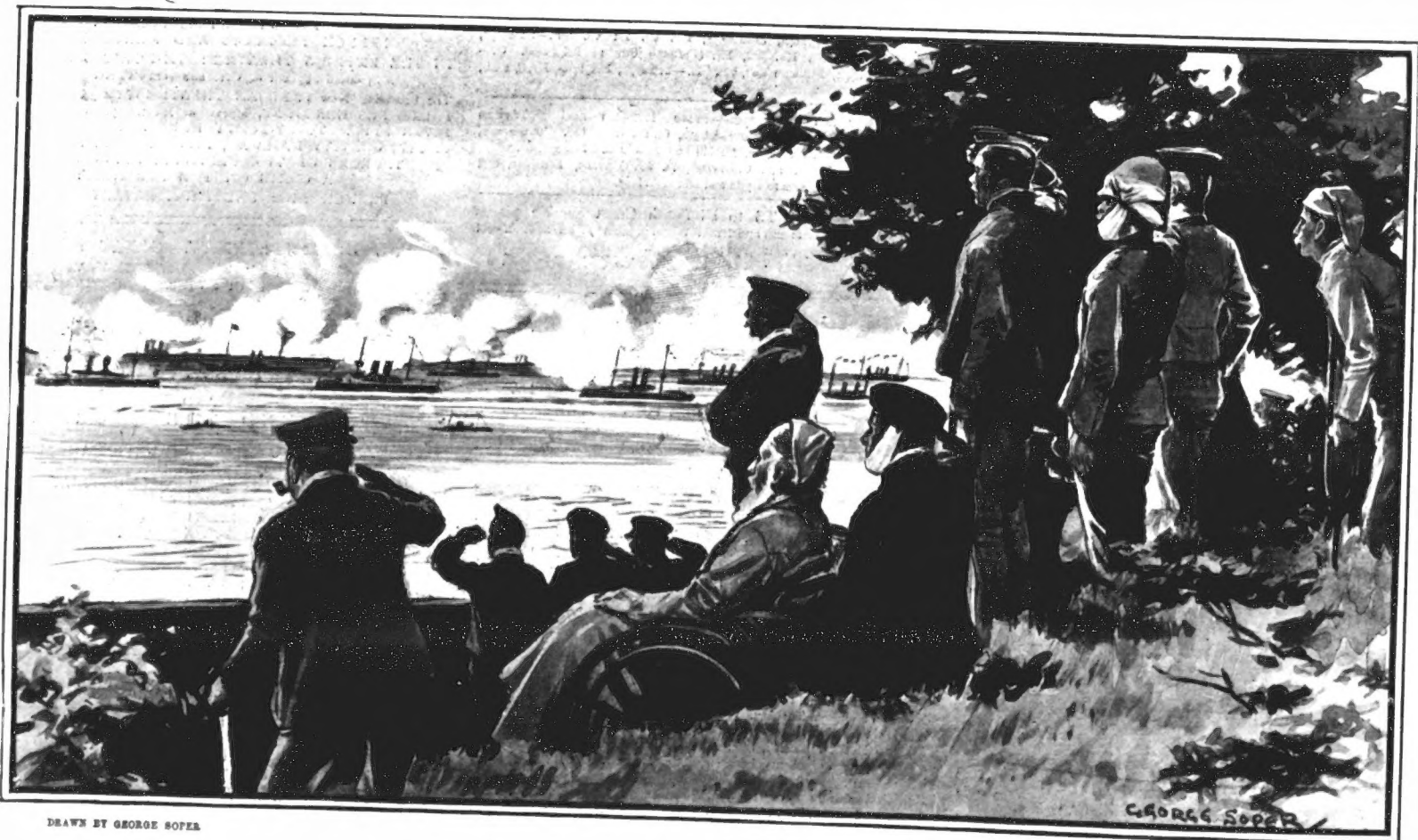
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DRAWN BY D. R. WATERS

FROM A SKETCH BY C. W. COLE, R.N.

THE CORONATION REVIEW AT SPITHEAD: TOWING VISITORS OUT TO A WARSHIP

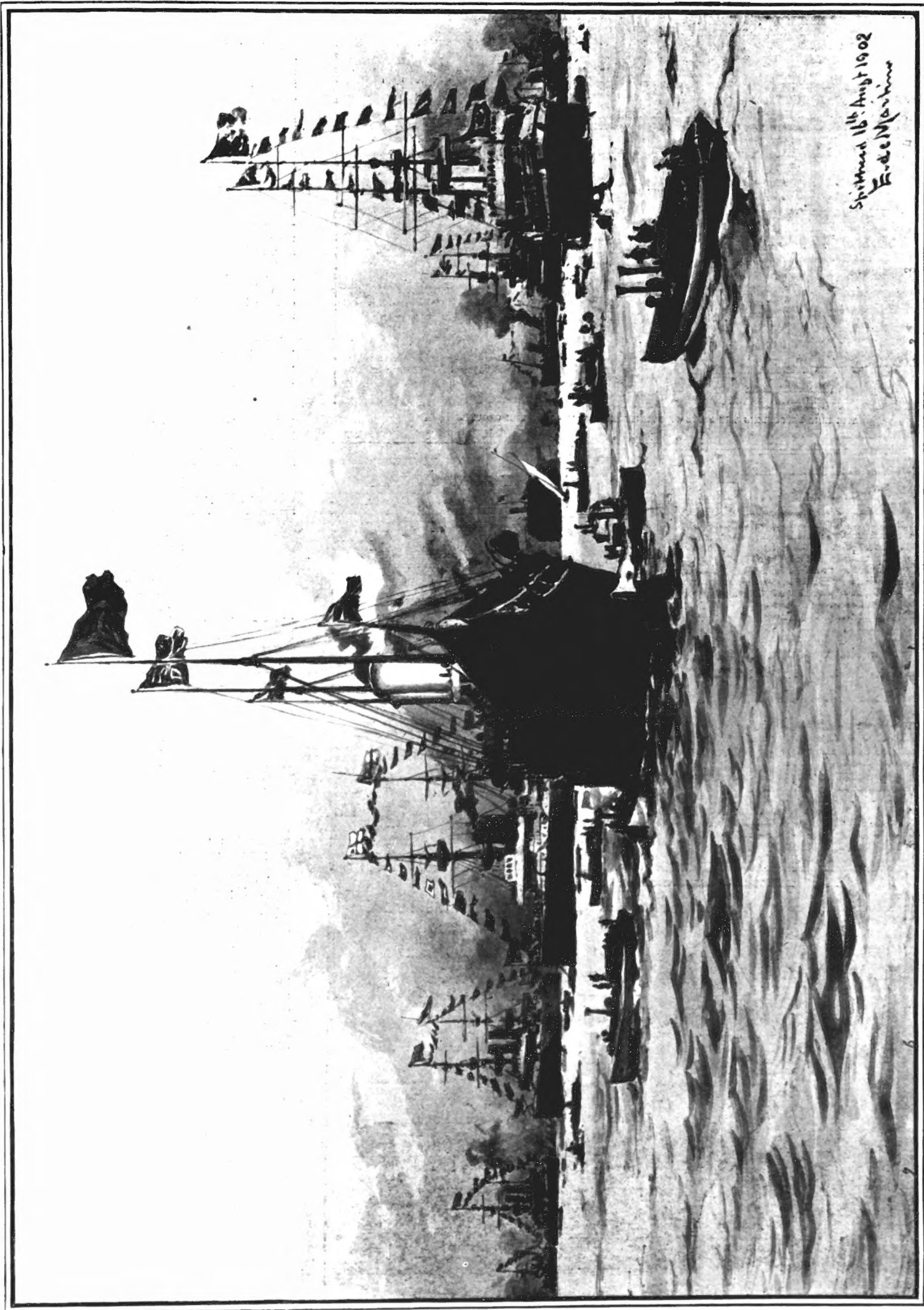


DRAWN BY GEORGE SOPER

FROM A SKETCH BY C. W. COLE, R.N.

PATIENTS AND PENSIONERS IN THE GROUNDS OF HASLAR HOSPITAL.  
INTERESTED SPECTATORS OF THE NAVAL REVIEW





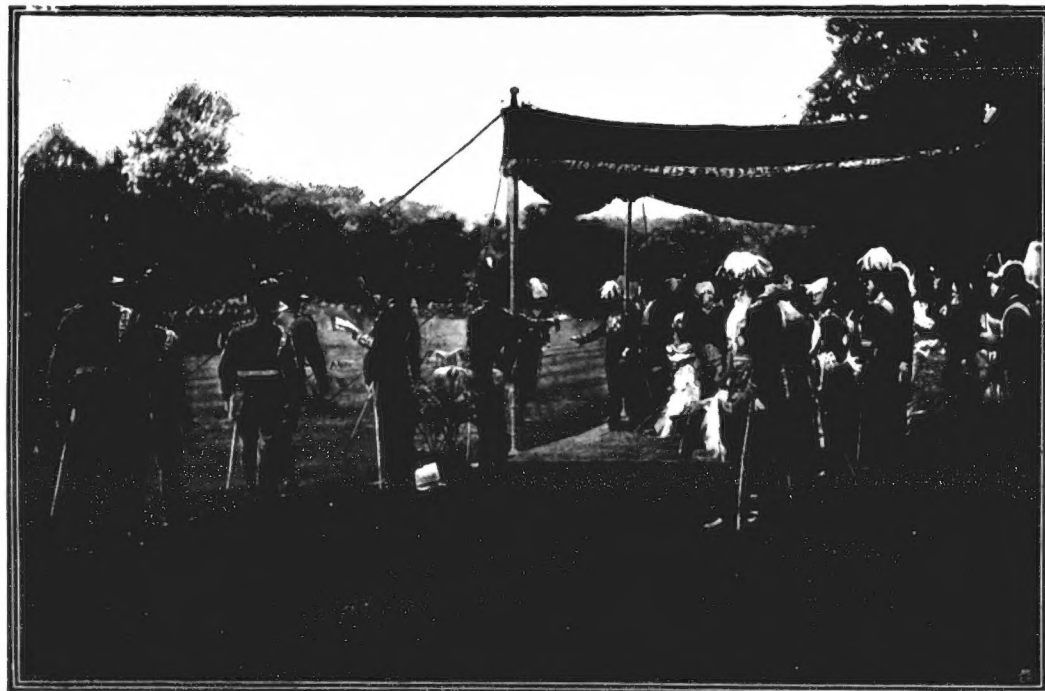
As soon as the *Victoria and Albert* had anchored a signal was made for the admirals and captains of ships to repair on board. They were graciously received by His Majesty, who expressed to them his high satisfaction with the appearance of the splendid ships he had just reviewed

AT THE END OF THE CORONATION REVIEW AT SPITHEAD: ADMIRALS AND CAPTAINS GOING TO THE KING'S RECEPTION ON THE ROYAL YACHT

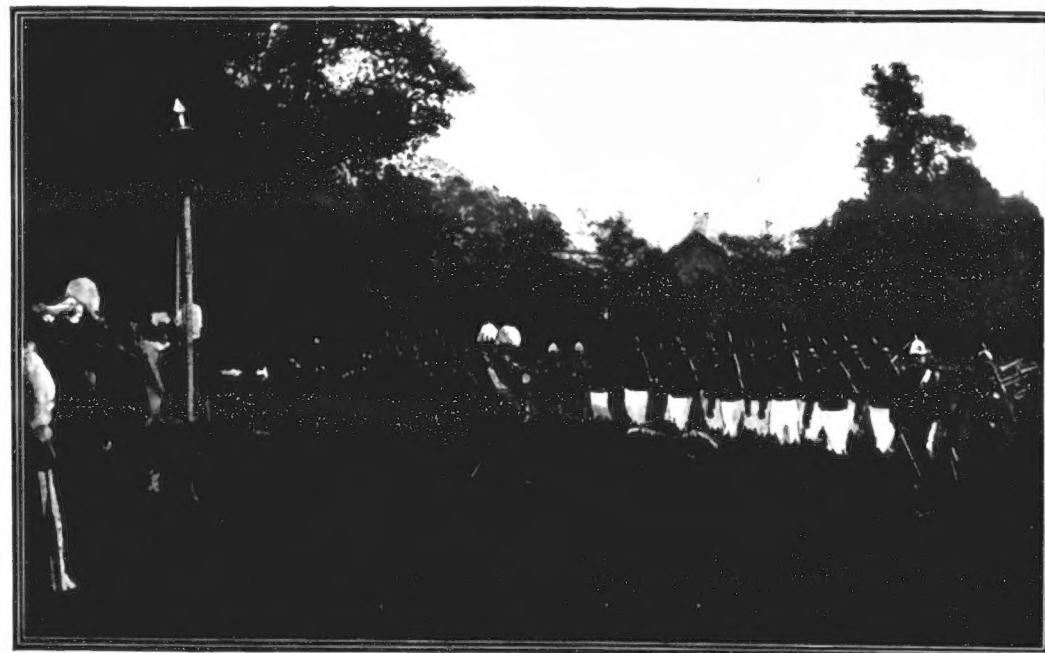
DRAWN BY EDUARDO DE MARTINO, M.V.O., MARINE PAINTER IN ORDINARY TO THE KING



THE KING DESCENDING THE STEPS OF BUCKINGHAM PALACE INTO THE GROUNDS



THE PRINCE OF WALES PRESENTING CORONATION MEDALS



THE FIJIAN'S MARCHING PAST THE KING

THE ROYAL REVIEW OF THE COLONIAL CONTINGENTS AT BUCKINGHAM PALACE  
From Photographs by the Art Reproduction Company

## The Bystander

"Stand by."—CAPTAIN CUTLER

BY J. ASHBY-STERRY

CAN any one tell me how it is that we find so frequently that the open spaces around ancient churches in towns are so circumscribed, that houses have been allowed to encroach upon churchyards, and in some cases to even impinge on the sacred edifice itself? It is the case, no doubt, from St. Paul's downwards, for the mass of gigantic houses and shops that surround the cathedral was certainly never included in Sir Christopher Wren's original design. Perchance all the adjacent land originally belonged to the church, but, with a mistaken notion of economy, has at one time or another been sold. Possibly this was the case with the church of St. John the Baptist at Cirencester, which I believe is the largest—it is undoubtedly the finest—parish church in the county of Gloucestershire. Its exterior effect, however, suffers not a little from the mass of houses that cluster closely around it. I believe several of these have been removed as opportunity has offered, and at the present moment there is a chance of acquiring some buildings which, when demolished, will disclose a fine view of the tower and west end of the church. It is to be hoped subscriptions in aid of this project may be speedily raised, in order that the improvement can be carried out without further delay. Let us trust this is only the beginning of a good work and that similar efforts may be made towards the unveiling of the east end of the building, should the chance occur.

In a recent number of the popular and ever-varied *Academy* we are informed that Mr. Swinburne triumphs in having found in "millionth" the nearest approach to a rhyme for "month," and subsequently we read, "A correspondent reminds us of Byron's—

It has been said there is no rhyme for month,  
Here's one, that he may read who run'th."

This has always struck one as ingenious, but hardly satisfactory. It is, perhaps, too suggestive of a lisp to be altogether convincing. Some years ago, in a controversy with regard to rhymes, I remember suggesting the following:—

Poets never should be unth-  
Ankful for a rhyme to month!

Of course, if you are content to "lisp in numbers," the rhymes are not so scarce. For instance:—

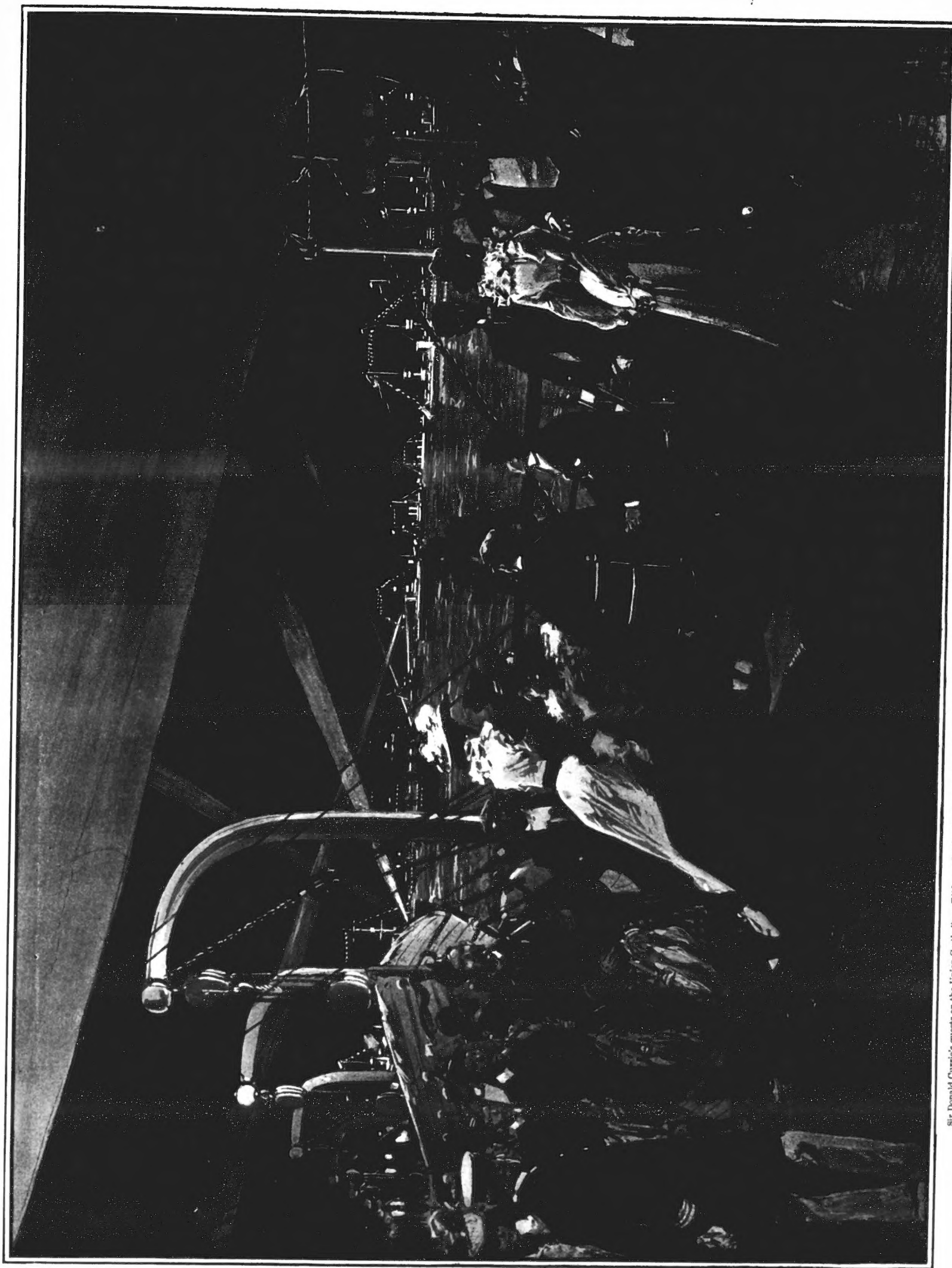
If a boy should be a dunth,  
He should study for a month;  
Let him heed your wordth at oneth—  
He'll be wither in a month!  
If he takth to making punth,  
Read him lecturth for a month;  
Feed him well with currant-bunth—  
He'll grow fatter in a month!

These are just a few that occur to me on the spur of the moment. I am inclined to think that the list might be considerably extended.

It would appear that the perils of riding in hansom cabs have by no means been exhausted in the various details that from time to time have appeared in this column. There is one, at any rate, that has not yet been mentioned; it is referred to in a letter from a valued correspondent whose experience in all matters relating to riding and driving are like the Wellerian knowledge of London, "extensive and peculiar." He says:—"In your enumeration of the amenities of the hansom there is an omission to which I would like to call your attention. I have often wished that whips were not allowed to the drivers of these vehicles, or that they should pass an examination as to their being able to use them properly. I have several times had a flip on the hat, in the face, and round the shoulders from unskilful use of the aforesaid lash, and often have I thrust open the little trapdoor above my head, and exclaimed in no gentle voice: 'Easy whipping!' If you have experienced the like you will excuse me troubling you with this note, which I do both on account of the individual driven and the horse moving in front of him." Yes, I certainly have experienced this kind of thing. If you get the lash in your eye—other than the eye-lash—it is very painful and occasionally serious injury has been done to the sight by this means. I have heard, too, of old gentlemen suddenly having their spectacles twitched off their noses by the serpentine lash and hurled into the passing traffic.

Letters with regard to the Whistling Nuisance, against which I have so long protested, continue to reach me. It is pointed out to me that the timekeepers of omnibuses in certain quarters are great offenders in the matter. They give a shrill whistle as a signal for the bus to start. Surely there is no need of this. They are usually so near to the vehicle that holding up the hand, or the ejaculation of "Right!" would surely be sufficient for their purpose. We seem to have abolished the merry barrelled organ, we have suppressed the shouters of "Winner!" we have hushed the voice of the itinerant vendor and silenced the street musician, but we have done nothing to curb the raucous vagaries of the clanging cycle bell, the grunting motor and the shrill tympanum-cracking cab-whistler. There is no doubt whatever that the last is immeasurably the worst, and there is no reason on earth why all these sounds should not be made musical. Their warning note would be quite as powerful and at the same time would be grateful to the ears, instead of being inexpressibly irritating. Those who can recall the bugle of some of the foreign railways will remember how infinitely more agreeable it is than the shrill guard's whistle of Great Britain. I have often thought what an inestimable blessing it would be if we could get rid of the fiendish shriek of the locomotive. Is that diabolical yell absolutely necessary for the safety of the public, and could they not be warned of the approach of the train in some more euphonious a fashion? A locomotive whistle not only frightens you, but sometimes absolutely hurts you, and if you are being whirled through a beautiful country on a fine day, the unearthly scream makes a terrible discord. I should like to organise a conference of locomotive superintendents and musicians to remedy this nuisance.





Sir Donald Currie's guests on the Union Castle liner *Kildonan Castle*, which was anchored in Line G, had a capital view both of the review and the illuminations. At intervals the band and the pipers on board played selections  
**WATCHING THE ILLUMINATIONS OF THE FLEET: A SCENE ON BOARD THE LINER "KILDONAN CASTLE"**

DRAWN BY F. DE HAENE



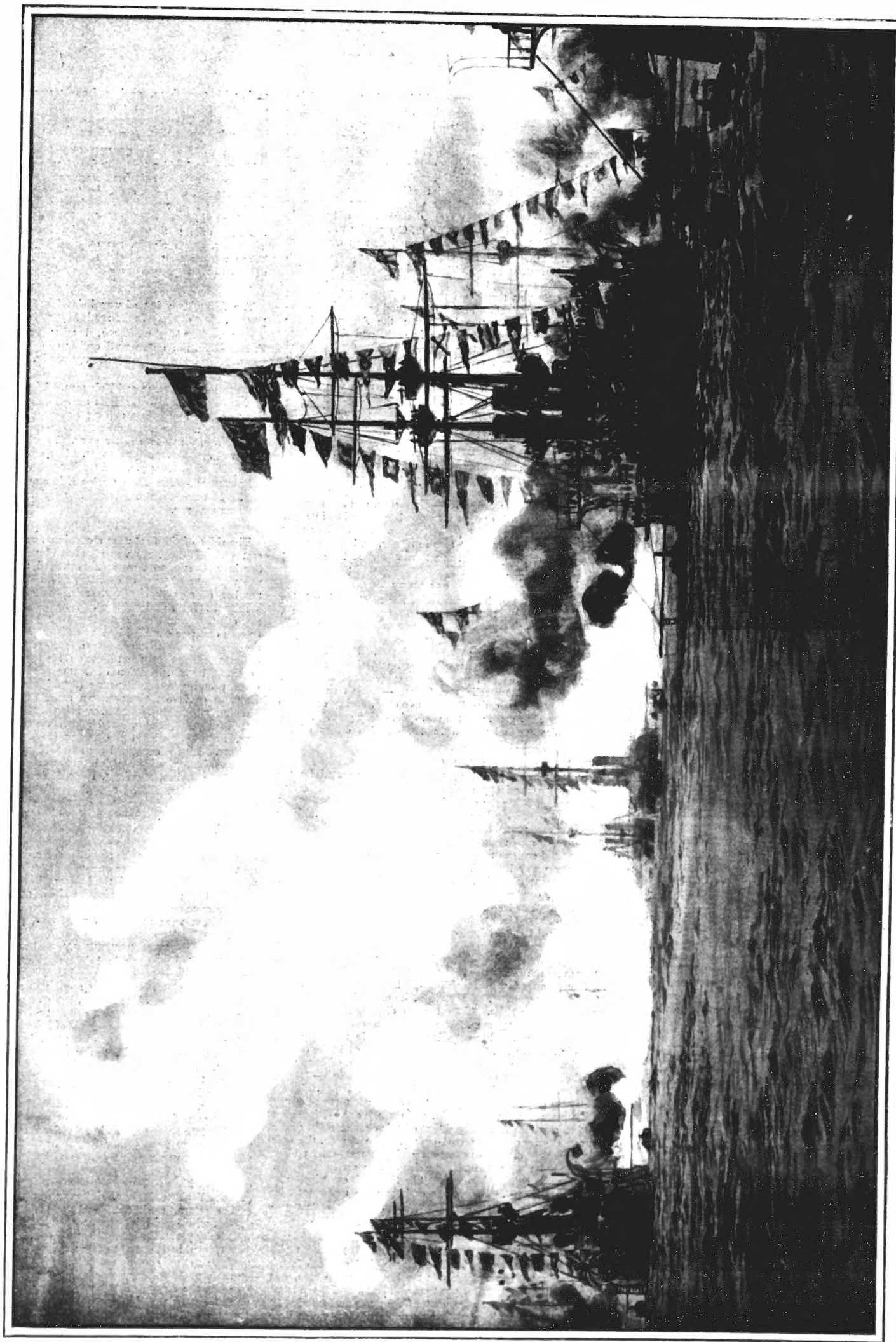
The Shah of Persia landed at Dover on Sunday. When the mail packet *Empress*, with His Majesty on board, was brought alongside the pier, Prince Arthur of Connaught (representing the King), accompanied by Lord Kintore, Sir Arthur Hardinge, General Sir Leslie Rundle and staff, and a member of the

Persian Legation, went on board. After greetings had been exchanged the party landed. As the Shah stepped on to the pier, the little daughter of Sir Harry Foster presented a bouquet to His Majesty.

THE ARRIVAL OF THE SHAH OF PERSIA AT DOVER: MISS FOSTER PRESENTING A BOUQUET

DRAWN BY H. M. PAGET





The Royal salute was led by the *Royal Sovereign*, the flagship of Admiral Sir Charles Hotham. This ship was in the centre of line E, immediately above the position taken up by the King's yacht *Victoria and Albert*  
**THE CORONATION REVIEW AT SPITHEAD: THE "ROYAL SOVEREIGN" FIRING THE SALUTE**  
 DRAWN BY W. L. WYLLIE, A.R.A.

# THE CORONATION REVIEW

## AT SPITHEAD

THE Coronation Naval Review, which was postponed owing to the King's illness, will be memorable in history for more reasons than one. It is the first time that a King of England has thus celebrated his Coronation. Never before, in all the years that have passed since the time of King Alfred, the founder of the Navy, until now, has "the British Navy, on which, under the good Providence of God, the wealth, safety, and strength of the Kingdom chiefly depend," been called upon to celebrate the Coronation of its Sovereign by a display of this kind. Also it was the first Naval Review held by King Edward. There is another very noteworthy fact connected with the Review. The magnificent display of ships at Spithead constituted only a part of the homage and respect paid to the King by his Navy, for the ships assembled there to be reviewed formed only one among several displays of a similar kind that took place in all parts of the world. The Fleet at Spithead may be regarded as an exhibition of the actual home guard of these islands. Not a single cruiser, not a single gunboat, not even a destroyer, had been moved from its allotted station for the Review; and the ships present all belonged to the Channel, Home, and Cruiser Squadrons, except the torpedo-boat destroyer flotillas attached to the home ports and several vessels in commission for special purposes. It is interesting to compare this great assemblage of warships with the Naval Reviews of 1887 and 1897. In 1887 the Review Fleet was composed of nineteen battleships, nineteen cruisers, and seventy-two torpedo craft; in 1897 of twenty-one battleships, forty-three cruisers, and eighty-two torpedo craft; and the Fleet reviewed on Saturday included twenty battleships, twenty-four cruisers, and forty-seven torpedo craft. The comparison is at first misleading, but we must remember that not only have we a larger number of modern ships in commission on foreign service at the present time than was the case in 1897, but also there are a large number of ships in the Reserve ready or nearly ready for commissioning. The Fleet on Saturday altogether, including training ships, included some 103 vessels, without counting the special merchant vessels and foreign men-of-war.

### NOTABLE CHANGES SINCE JUNE

The array of ships was, with a few exceptions, the same as that assembled on June 28. The principal flagship of the Fleet had been changed. The old battleship *Royal Sovereign* flew the flag of Admiral Sir Charles Hotham in the place of the great new battleship *London*, which has gone to the Mediterranean as the flagship of the second in command. This was a distinct loss to the Review, as the *London* is the very latest complete battleship afloat. The cruiser *Crescent* replaced the cruiser *Ariadne*, which has gone to the North American Station; the cruiser *Orlando*, from the China Station, which was in the lines in June, has since been paid off, and was replaced by the bigger and newer *Endymion*, just home from China. These were practically the only changes in the Fleet at Spithead.

### THE FLAGS OF NINE ADMIRALS

Nine British Admirals flew their flags at Spithead on Saturday. Admiral Sir Charles Hotham, Commander-in-Chief at the Review, on board the *Royal Sovereign*; Vice-Admiral Sir Arthur Wilson, V.C., senior officer in command of the Channel Squadron, in the *Majestic*; Rear-Admiral the Hon. Assheton Curzon Howe, second in command of the Channel Squadron, in the *Magnificent*; Vice-Admiral Sir Gerard Noel, commanding the Home Squadron, in the *Revenge*; Rear-Admiral Atkinson Willes, second in command of the Home Squadron, in the *Resolution*; Rear-Admiral E. F. Jeffreys, in command on the Irish Station, in the *Empress of India*; and Vice-Admiral Sir Frederick Bedford in the *Crescent*. Lord C. Scott, the Commander-in-Chief at Devonport, was also present, flying his flag in the *Vivid*, the nominal flagship at Devonport; and Vice-Admiral Markham, the Commander-in-Chief at the Nore, was in the flagship yacht *Wildfire*. In addition to these, Commodore Wilson, who commanded the squadron which escorted the Prince and Princess of Wales round the Empire, flew his broad pennant in the *St. George* at the head of the cruiser squadron.

### THE COMPOSITION OF THE FLEET.—BATTLESHIPS

The six battleships *Majestic*, *Magnificent*, *Mars*, *Hannibal*, *Jupiter* and *Prince George*, all of which are of 15,000 tons and have a complement of 755 men, were the most modern ships of the line at the Review. The *Magnificent* was launched in 1894 and the *Majestic* in 1895, and both are remarkable for having been launched within twelve months of being laid down. The other four ships of this class were all completed by the end of 1898. Each of these battleships carries as her main armament four forty-six-ton 12in. guns, two in each barbettes, which fire projectiles weighing 850lb. The battleships of this class also carry twelve 6in. quick-firing guns, which are protected by armoured casemates, and eighteen smaller guns. Of battleships of the *Royal Sovereign* class—14,105 tons and 712 men—there were four at the Review, namely, the *Royal Sovereign*, *Empress of India*, *Revenge* and *Resolution*. The *Royal Sovereign* was launched in 1891, and the others followed in quick succession. This class of battleship is in future to form the backbone of the reserve fleet, and their armour is to be improved. Their heaviest guns are of sixty-seven tons, and of these they carry four mounted in two armoured barbettes. They also carry ten 6in. quick-firing guns and thirty-eight guns of smaller calibre. The *Trafalgar* and *Nile*, which are of 11,949 tons and carry 329 men, are a class by themselves. They were launched in 1887-8, and they, too, are

armed with four sixty-seven-ton guns, which are in turrets. They were the first ships to have their secondary batteries—six 6in. quick-firing guns, three a side—protected by 5in. armour. The *Sans Pareil*—10,500 tons and 630 men—one of the flagships at the 1897 Review, was launched in 1887. She is armed with two 11in. guns in a turret. Her sister ship, the only one of her type, was the ill-fated *Victoria*, the flagship of Sir George Tryon, which was lost in the Mediterranean after a collision with the *Camperdown*. The *Sans Pareil* has also a 29-ton gun mounted aft, twelve 6in. guns and a number of small quick-firing guns. The old "Admiral" class of battleship was represented by four ships—the *Anson*, *Camperdown*, *Benbow*, and *Collingwood*. These are now in commission as Coastguard ships. The *Anson*, *Benbow*, and *Camperdown* are of 10,630 tons, and 525 complement, and the *Collingwood* of 9,500 tons, and 450 complement. These ships, though regarded as practically obsolete now, are interesting, as they form the type from which our latest ships have been developed. The *Collingwood* has two forty-five-ton guns in each of her two barbettes; the *Anson* and the *Camperdown* two sixty-seven-ton guns in each, and the *Benbow* one 11in. gun in each barrette. The *Anson*, *Camperdown*, and *Collingwood*, carry six, and the *Benbow* ten 6in. guns, besides a number of smaller 9in. quickfiring. The *Edinburgh*—9,400 tons, and 396 men—now the gunnery training ship at Sheerness, was built in 1882, and was one of the most modern ships at the 1887 Review. She carries two forty-five-ton guns in turrets, five 6in. quick-firing, and twenty-two small guns. The *Edinburgh* is easily distinguished by the fact that she has only one funnel, while all the other battleships have two. The *Dreadnought*—10,820 tons, and 450 men—was completed in 1875, and is now to be used as a tender to the *Defiance*, the torpedo school ship at Devonport. Her armament consists of four thirty-eight ton guns (muzzle loaders), and eighteen small quick-firing guns. The *Devastation*—9,300 tons, and 430 men—is the oldest of the battleships present, having been launched in 1871. She was, until recently, guardship at Gibraltar. She carries as her main armament, two twenty-nine tons in turrets. These last three battleships are officially described as "third class," and are only fit now for harbour defence.

### ARMoured CRUISERS

Of Armoured Cruisers, there were six, the most modern being the *Sutlej*. She belongs to the *Cressy* class, and is of 12,000 tons, with a complement 755 men. She was launched in 1899. Her main armament consists of two 9.2 guns of the latest type, one mounted at each end of the vessel in barbettes. She also carries twelve 6in. guns, twelve twelve-pounders, and thirteen smaller guns. The *Sutlej* has four funnels. The other five, *Immortalité*, *Narcissus*, *Endymion*, *Australia*, and *Galatea*—5,600 tons and 497 men—belong to the type called the *Orlando* class. They carry two twenty-two-ton 9.2in. guns, and ten 6in. quick-firing guns. All the ships of this class were launched in 1886-7. No others of the same type have been built since.

### PROTECTED CRUISERS

Of Protected Cruisers, the largest class was represented by the *Niobe*—11,000 tons and 677 men. Like the *Sutlej* she has four funnels, these two being the only big ships at the Review with that number. The *Niobe* carries sixteen 6in. quick-firing guns. Four of these guns are mounted behind shields in pairs fore and aft, and the other twelve are in casemates. She has no real armour, but like all protected cruisers relies on a protective deck whose sides are below the water line. The other first-class cruisers present were the *Crescent* (flagship), *St. George*, and *Hawke* (flagship). All these have a displacement of 7,350 tons and a complement of about 550 men. The last-named two carry two 9.2 guns, mounted fore and aft, and ten 6in. quick-firing guns. The *Crescent* has two 6in. guns forward instead of one 9.2, but is otherwise similar to the others in armament. Of second-class cruisers there were twelve at the Review. These may be divided into three types. In the first place there was the *Furious*—5,750 tons, with a complement of 450 men. She is armed with four 6in. quick-firing, six 4.7in. and seventeen smaller guns. The *Hyacinth*, *Juno*, *Doris* and *Minerva* are practically sister ships. They have a displacement of 5,600, and a complement of 437 men. Their armament consists of eleven 6in. quick-firing guns, and twenty-six small guns in the *Hyacinth*, and five 6in., six 4.7in., and twenty smaller guns in the others. The *Hyacinth* was the only cruiser with three funnels. There were six second-class cruisers of the type known as "Apollo"—*Apollo*, *Andromache*, *Brilliant*, *Melampus*, *Rainbow* and *Scylla*. These cruisers have a displacement of 5,600 tons and a complement of 437 men. They are armed with two 6in. and six 4.7 quick-firing guns and thirteen smaller guns. The defect of this class of cruiser is its limited capacity for carrying a coal supply. The *Severn*, the only other second-class cruiser—4,050 tons and 325 men—is an older type, generally known as the *Mersey* class. She carries two 8in. guns and ten 6in. quick-firing guns. The *Severn* is conspicuous by having only one funnel. Third-class cruisers were represented by two vessels, the *Pactolus* and the *Prometheus*. These have a displacement of 2,135 tons and a complement of 325 men. They carry eight 4in. quick-firing guns.

### GUNBOATS, DESTROYERS, AND TORPEDO BOATS

Of gunboats there were ten. The average displacement of these is about 750 tons. The largest was the *Hazard*, 1,050 tons, and the smallest, the *Rattlesnake*, 550 tons. The *Hazard* is the latest type of these craft. The armament of the gunboats for the most part consists of two 4.7 in. and four 3-pounders. Destroyers were present to the number of twenty-four. These long, lean, black

craft, with two, three, or four funnels, vary from 250 to 350 tons displacement. They carry a 12-pounder in the bows, and five 6-pounders. There were seven torpedo boats present. These resemble destroyers, but are smaller and do not carry 12-pound rs.

### OTHER SHIPS

There were besides ten other vessels present. These cannot be reckoned as fighting ships, but represent the training service. The *Northampton*, *Calliope*, and *Cleopatra* are picturesque, because of their being fully rigged. The *Northampton* is interesting, too, as being the first of our ironclads. With them were the following training brigs: *Seafarer*, *Martin*, *Pilot*, *Nautilus*, *Liberty*, *Wanderer*, and *Dolphin*, the only sailing ships at the Review. There were, also, the special service vessels, *Wildfire* and *Vivid*, doing duty as flagships, as we have already stated.

### THE FOREIGN WARSHIPS

The following ships of war belonging to Foreign Powers were present, most of those in the roads in June having returned:—

ITALY.—The *Carlo Alberto*, bearing the flag of Rear-Admiral C. Mirabello, is an armoured cruiser of 6,500 tons and a nominal speed of 19 knots. She carries twelve 6in. quickfiring and smaller weapons.

JAPAN.—The *Asama* and *Takasago*. The *Asama* carries the flag of Rear-Admiral Ijuen, and is an armoured cruiser of 9,750 tons. She was built at Elswick, and carries four 8in. quickfiring, mounted in pairs in two turrets, and fourteen 6in. quickfiring. She mounts, in addition, nineteen smaller guns. The *Takasago* is a protected cruiser of 4,160 tons displacement. Her armament consists of two 8in. quickfiring, ten 4.7in. and smaller guns.

PORTUGAL.—The *Dom Carlos I.* is a protected cruiser of 4,100 tons. Her armament consists of four 5.9in. quickfiring, eight 4.7in. and smaller guns.

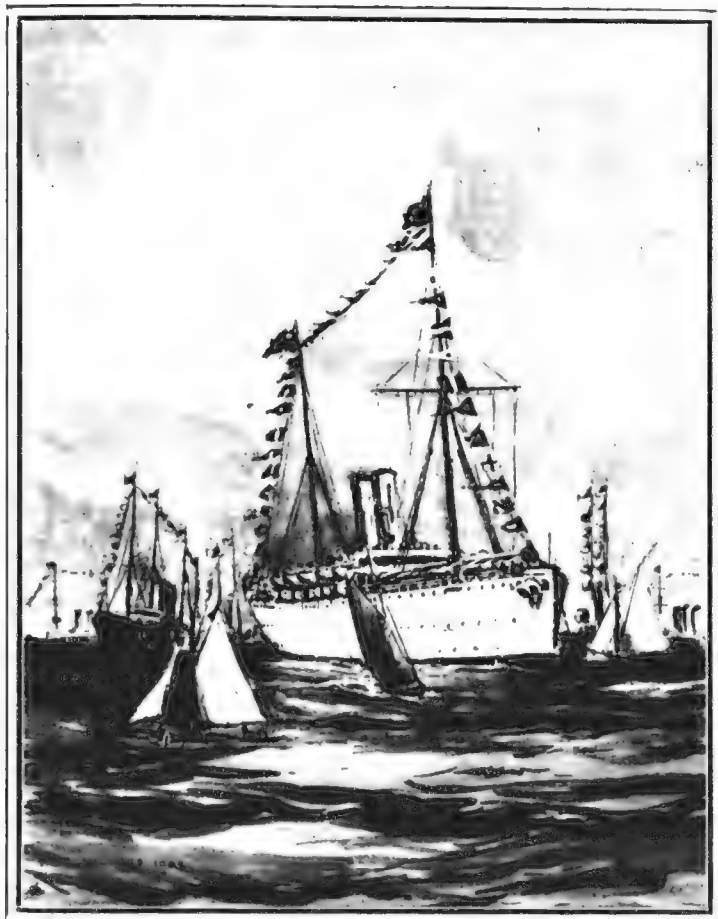
### DISPOSITION OF THE FLEET

The ships of the fleet were moored in five extended lines. The east end of the lines was about level with a line drawn from Southsea Castle to Norman's Fort, and the lines stretched out westward to a distance of over four miles. Line A was filled by a number of special service vessels, two of them, the *Vivid* and *Wildfire*, flying Admirals' flags. Line B was occupied by a long row of destroyers, black and lying low in the water. In line C, the eastern end was occupied by four cruisers, and as one went down the line one came to fifteen torpedo gunboats, while at the western end of the line were the training ships and brigs. Line D was occupied by a succession of battleships and cruisers. At the eastern end was the *Revenge* (flagship), then one came to the *Empress of India*, *Camperdown* and *Anson*, and next them the *Resolution* (flagship), the *Benbow* being next, and then came the *Sans Pareil* (flagship), *Collingwood* and *Devastation*. The rest of the line, beginning with the *Crescent* (flagship), was made up of cruisers. Line E contained the finest ships. Furthest east in this line was the *Majestic* (flagship), then as one travelled westward, one passed the *Jupiter*, *Hannibal*, *Prince George*, *Magnificent* (flagship), *Mars*, *Trafalgar*, *Nile*, *Royal Sovereign* (flagship of Admiral Sir Charles Hotham, in supreme command of the Fleet), *Edinburgh* and *Dreadnought*. Then stretching out to the west came nine cruisers. In line F were the foreign warships, and special merchant vessels, and further south were still more merchant ships. Off both ends of the lines also were merchant ships. Among the merchantmen away on the west was one that attracted much attention. It was the *Ophir*, which took the Prince and Princess of Wales on their Colonial tour; no longer painted white as on that voyage, but with her hull once more wearing its customary black. The small craft with visitors were anchored for the most part to the north of the Fleet.

### THE REVIEW BY THE KING

On Saturday morning, in bright weather, and on a sea almost waveless, the fleet lay gaily dressed awaiting the arrival of the King. From every point of view the scene was magnificent. The fleet in itself was a splendid spectacle, but everyone felt that the King was the centre of the pageant, and that without him there could be no enthusiasm. As it was, the sight of His Majesty, so lately restored to health again, proceeding in his yacht between the lines of his ships of war, could not fail to stir the emotions of those who were present. It was a few minutes after two when the *Australia*, guardship at Cowes, announced that the *Royal yacht Victoria* and *Albert*, with the King on board, had left Cowes. Nearly half an hour later, on the approach of the King, the *Royal Sovereign* fired the first gun of the salute, and with the second gun, the whole fleet bursting into flame and smoke, thundered out a *Royal salute*. All the ships were immediately manned, and the effect as the smoke rolled away was very pretty, the white hats of the men forming lines on the ships, which were easily discernible even at a long distance. Meanwhile the King's procession, consisting of the *Irene* (Trinity Yacht) flying the Trinity flag at the masthead and the blue ensign astern, the little *Royal yacht Alberta*, the *Victoria* and *Albert*, with His Majesty on board, the King's yacht *Osborne*, the Admiralty yacht *Enchantress*, and the Commander-in-Chief's yacht *Fire Queen*, had begun to enter the lines. The King, who was in the full dress uniform of an Admiral of the Fleet, took up his position on the port side of the upper bridge of the *Royal yacht*. By his side was the Prince of Wales in the uniform of a Rear-Admiral. Queen Alexandra and Princess Victoria were also on the bridge. Lord Roberts and Lord Kitchener were there, too, and among others were Prince and Princess Charles of Denmark.

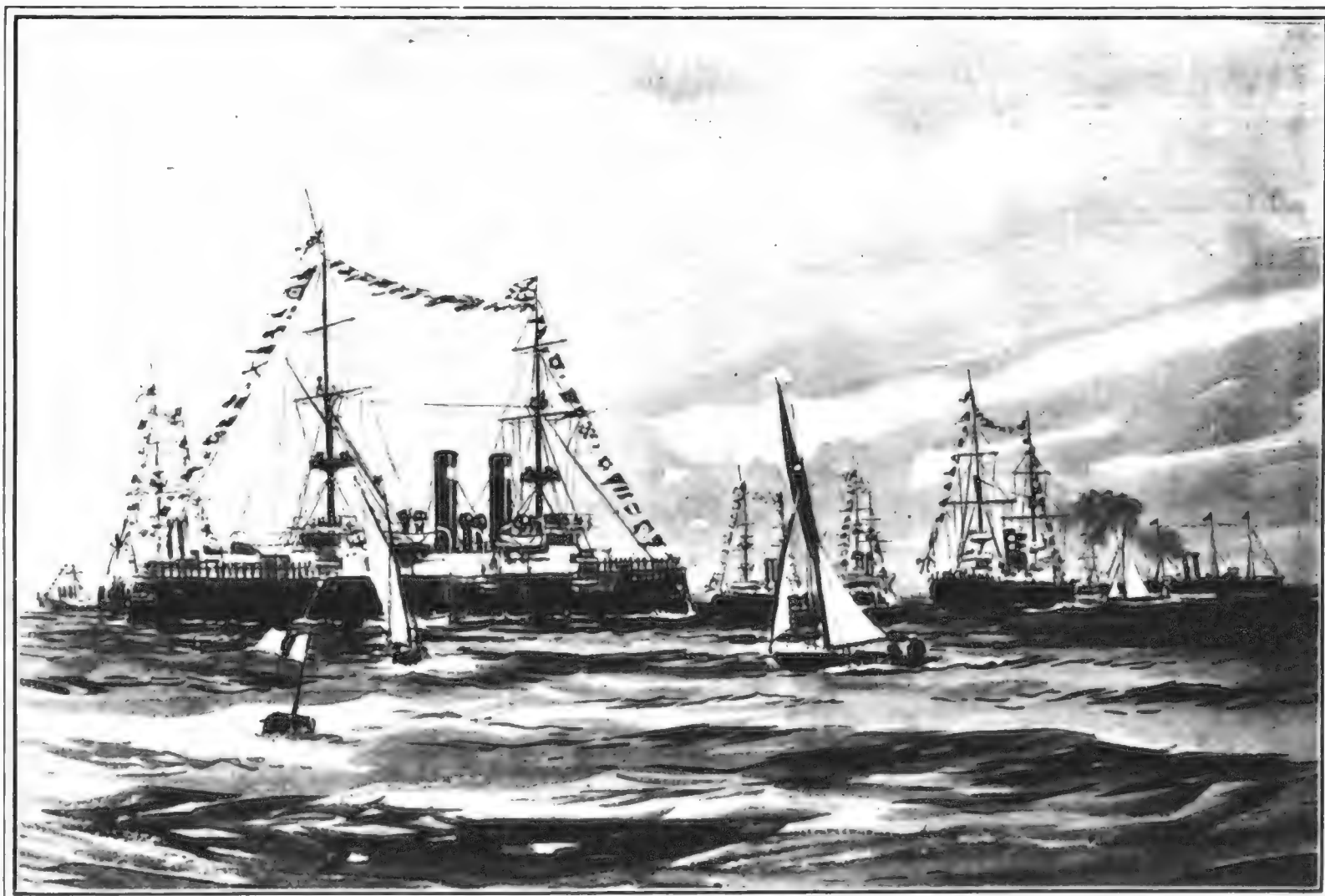




On board this ship were the Indian troops who came over for the Coronation. The troops left Hampton Court on Friday and were enabled to witness the Review on their voyage home  
THE INDIAN MARINE TRANSPORT "HARDINGE"



Training Ships and Training Brigs, fully rigged, lay in line C and formed one of the most picturesque scenes in the Fleet  
TRAINING SHIPS AT THE END OF LINE C



OUR ALLIES: THE JAPANESE WARSHIPS "ASAMA" AND "TAKASAGO" MANNING SHIP

THE CORONATION REVIEW AT SPITHEAD

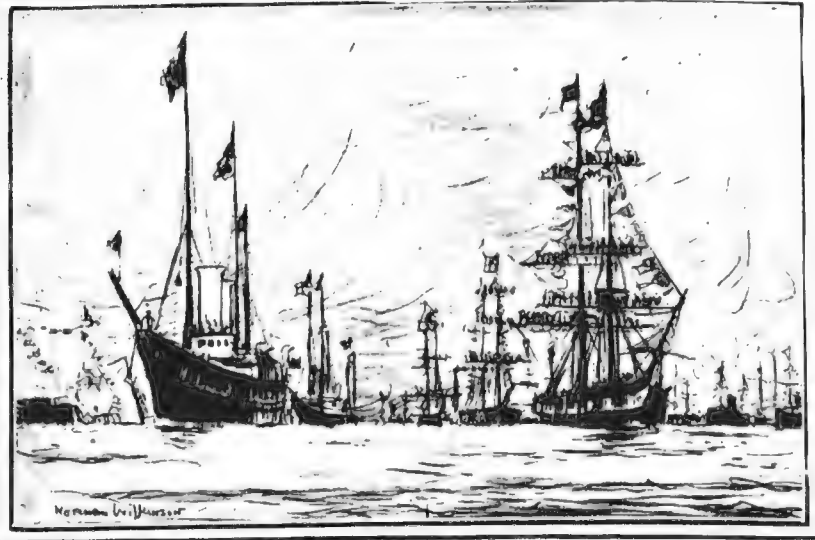
DRAWN BY F. L. BLANCHARD ON BOARD THE LONDON AND SOUTH WESTERN RAILWAY S.S. "COLUMBIA"



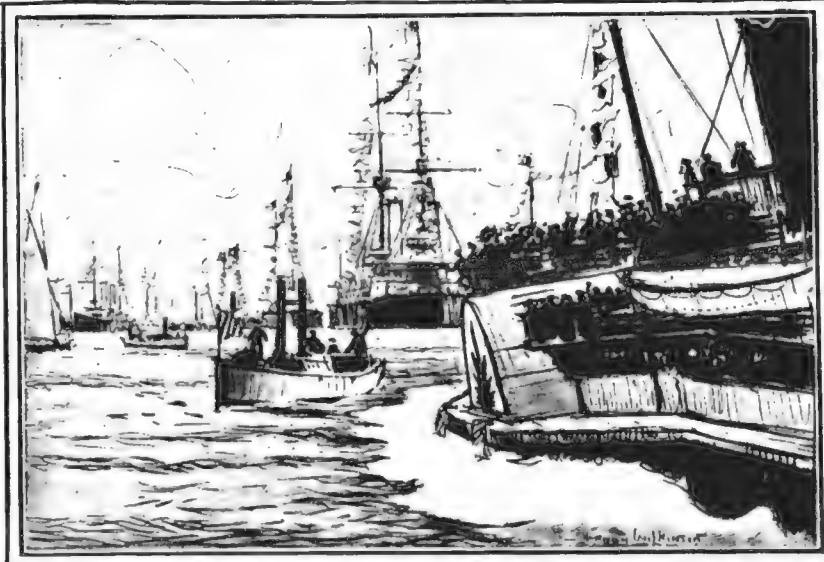
THE "PRETORIA," THE LARGEST STEAMER PRESENT, PASSING DOWN THE LINES AFTER THE REVIEW

#### PASSING DOWN THE LINES

The procession proceeded eastward through the lines marked C and D on the chart, and then rounding the Revenge at the end of the line D and the Majestic at end of line E, passed westward between the lines E and F. Finally the Royal yacht took up position in line F abreast of the Royal Sovereign in line E. The speed of the yachts in their passage down the lines was scarcely more than four knots, and as they moved slowly along, it was easy to distinguish them, for apart from the fact that they were moving, they only carried masthead flags, and were not dressed like the warships. The Victoria and Albert flew the Royal Standard, thus marking the King's presence on board. The progress of the procession could also be detected by fixing the point whence cheers came. Standing alone in the bows was a solitary figure in cocked hat and naval uniform, which the spectators at first declared to be the King, and it was a long time before it was discovered that the figure on which all glasses were turned was the look-out officer. Many a hand camera was trained on that solitary form, which stood out so clearly, and many a spectator on the excursion steamers fancied that he was going home with a film that would on development show the figure



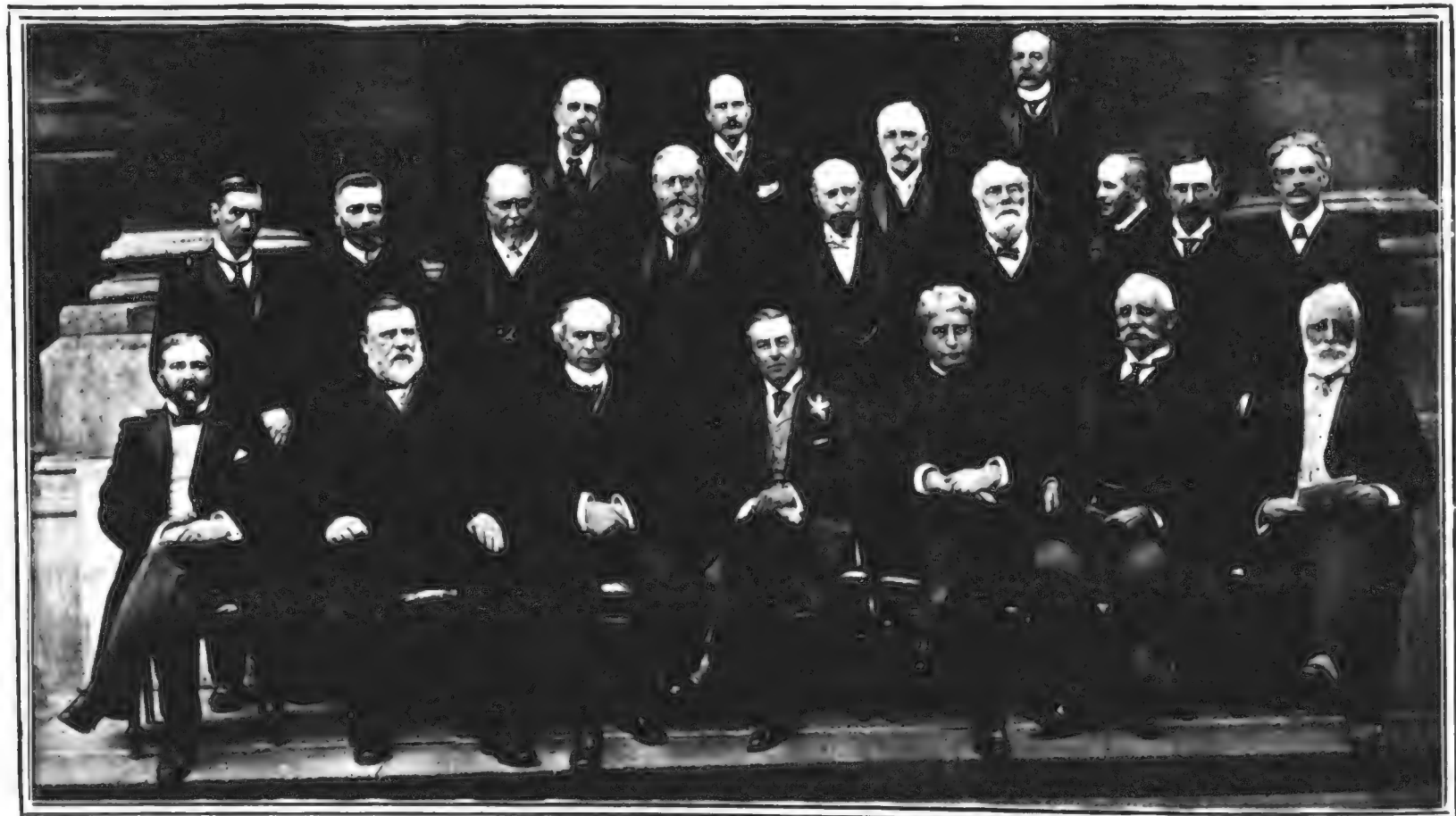
THE TRAINING BRIG MANNING THEIR YARDS AS THE KING'S YACHT PASSED



THE CORONATION REVIEW: PINNACES CLEARING THE LINES  
FROM SKETCHES BY NORMAN WILKINSON

of the King, however small, standing boldly out from a misty background of ships of war. As the King passed each ship the guards presented arms, and the bands on the larger vessels struck up the National Anthem. On the poop of every vessel were groups of officers, all in full dress, who saluted. Then the captain called for "Three cheers for King Edward VII." The King remained standing for half the time the inspection lasted, but seated himself in a deck chair for the rest of the journey through the lines. It was a little after four when the Victoria and Albert reached her anchorage, with the Portuguese and Italian warships on the east and the Japanese warships on the west, having been a little more than two hours making the trip. When the King's Yacht dropped her anchor, at a signal from the Royal Sovereign, the whole fleet cheered at once—a mighty cheer that was given by thousands of bluejackets, a cheer, such as only bluejackets can give, that made one's blood warm with enthusiasm. Hardly had the sound of the cheers died away when a gun from the Royal Sovereign announced to the multitude of spectators, afloat and ashore, that the review was over. Directly afterwards a signal was given by the King for all flag-officers of the fleet to go aboard

Sir Alfred Bateman Sir Francis Hopwood Hon. W. S. Fielding Sir M. Ommancey



Mr. W. Holderness  
Sir R. Bond

Sir J. Anderson  
Mr. R. J. Seddon

Sir J. Forrest  
Sir W. Laurier

Sir W. Mallock  
Mr. Chamberlain

Lord Onslow  
Mr. W. Patterson  
Sir E. R. Barton

Admiral Custance  
Lord Selborne  
Sir A. Hume

Mr. G. W. Balfour  
Mr. Fuller

#### THE COLONIAL CONFERENCE AT THE COLONIAL OFFICE

From a Photograph by J. Russell and Sons, Baker Street





DOWN BY P. MATANIK

FROM A SKETCH BY J. W. GIFF, R.N.

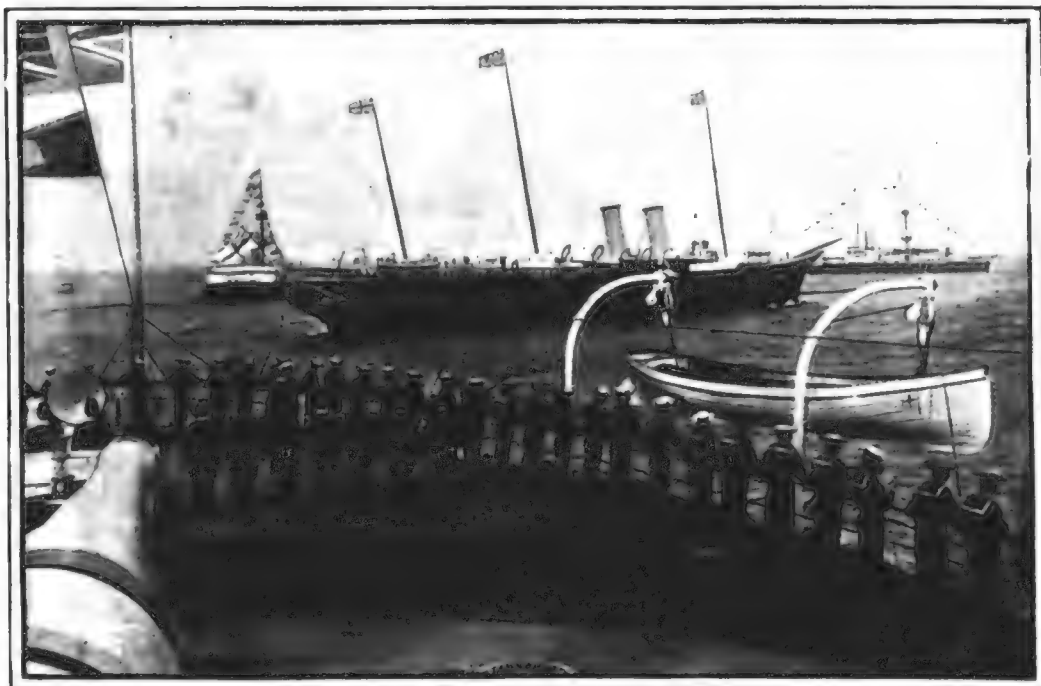
FAIR INVADERS ON A BATTLESHIP: BETWEEN THE SALUTES



SHIPS FIRING THE SALUTE AS SEEN FROM THE NORTH



After the King's inspection, on a signal being given from the *Royal Sovereign*, the men on all the ships cheered His Majesty simultaneously  
THREE CHEERS FOR THE KING



THE KING'S YACHT PASSING THE "ROYAL SOVEREIGN"

THE CORONATION REVIEW AT SPITHEAD

From Photographs by Stephen Cribb, Southsea; J. Russell and Sons, Southsea; and Symons and Co., Portsmouth

the *Victoria* and *Albert*. The signal included all foreign flag and commanding officers. Here the King and Queen, with the Prince of Wales and other members of the Royal Family, ascended the dais that had been specially constructed for the occasion. His Majesty held two receptions, in the first instance receiving the British and foreign Admirals, and in the second the captains of ships, who were summoned by a later signal.

## THE EXCURSION STEAMERS

Directly permission was given at the conclusion of the review a large number of excursion steamers invaded the lines of the fleet, and spectators were thus given a chance of seeing the splendid array of ships at close quarters. The sight of some of these little paddle-wheel boats steering up to a big battleship made a picture that might have for its title "Dignity and Impudence." The bluejackets on the warships enjoyed the intrusion quite as much as the sightseers. The great vessels were, indeed, an object-lesson. Their smartness, brightness, and general spick-and-span appearance formed the subject of conversation whenever the steamers got near enough to enable their passengers to get a near view of the vessels. On board most of the battleships and cruisers were gathered a number of ladies, whose pretty summer frocks added to the picturesqueness of the scene. As a steamer passed the bluejackets and marines crowded to the bulwarks cheering and laughing and even from the port-holes would come the heads of those below. The scene with the small craft flitting about was in marked contrast to the quiet of the earlier part of the day, when within a certain space round the fleet there was nothing moving. Some of the steamers made their way back to Southampton and other starting-places, to land some of their passengers and to pick up many thousands of people who wanted to see the illuminations. As most of the steamers were timed to leave their moorings about eleven in the morning, many of the passengers were glad to land, and so have a brief respite before the illuminations, for even though the spectacle be a magnificent naval display, the hardest sightseer feels a little jaded after looking out over the glare of the water for several hours.

## THE ILLUMINATIONS

The weather, as the day wore on, had begun to assume a threatening aspect. Dull, heavy clouds gathered, and though a dark night was wanted, no one wanted rain. Ten minutes before the illuminations began—that is about twenty minutes past nine—the worst fears were realised, and a tremendous thunderstorm broke over the Fleet, and lasted for more than an hour. Then the weather cleared, and such spectators as were not already drenched enjoyed the rest of the time under pleasant conditions. Punctually at half-past nine, the signal was given, and in a moment the whole Fleet burst into a blaze of glittering light. Each vessel had a line of light at the water's edge, and another outlined her bulwarks. Funnels, masts, and other conspicuous features were also picked out in light, the result being that it was as easy, if not easier, to distinguish the different types of ships than it was in the daylight. At half-past ten a wonderful effect was produced by a signal from the *Victoria* and *Albert*, which sent up a rocket at that time. Immediately all lights went out except those of the King's yacht, whose red, blue, green, and gold illuminations could be seen marking the outline of the vessel. For ten minutes, during which the King and Queen appeared on her deck, the *Victoria* and *Albert*'s illuminations shone out in the midst of surrounding darkness. At a quarter past ten a beautiful effect was produced when the searchlights of the ships burst forth in rays of varied colours. Each ship had her own colour, and these hues were so arranged as to blend into one harmonious whole. The foremost lights were trained on the ships astern and the aft lights on the ships ahead, and so from end to end of the lines there were beams of light which met and blended to make one long continuous whole. At eleven o'clock came another surprise. Suddenly the searchlights were given their extreme elevation. The ships to the east of the Royal yacht trained their lights to the west, and those to the west trained theirs eastwards. The effect was to form a rainbow. This lasted for a quarter of an hour, and then the line was once more illuminated from end to end, with the searchlights directed as before.

At 11.30 the magic beauty of the scene was enhanced by the firing of a Royal salute from all the ships, the powder-smoke illuminated with various colours producing an effect of singular splendour. Ten minutes before midnight, and for a final triumph and a farewell to the King, in whose honour the display was being held, the searchlights were again given extreme elevation. As the clock struck twelve the lights went out, and then alone again in the black darkness of the night, the *Victoria* and *Albert* remained lighted by hundreds of glittering stars, and the multitude of spectators, as their steamers made again for the land, broke out into the National Anthem. There was something that stirred one deeply as one looked out into the dark at the illuminated yacht, and felt that His Majesty was there, and that it was for him that, late as it was, the people were singing so heartily "God Save the King."





The Indian troops who came to this country for the Coronation left Hampton Court on Friday for Southampton on their way home amid warm popular demonstrations. The men have been great favourites with the children of the neighbourhood, and will be much missed. Many of the troops carried queer souvenirs of their visit. They proceeded in special trains to Southampton, and embarked in the transport *Hardinge*, from which they witnessed the Naval Review.

THE DEPARTURE OF THE INDIAN CONTINGENT FROM HAMPTON COURT

DRAWN BY GEORGES SCOTT



A display of fireworks was given in the Home Park, Windsor, on Monday evening last week. There were several fine set pieces, one displaying the words "God Save King Edward VII. and Queen Alexandra," and another, with large portraits of the King and Queen, being enthusiastically cheered by the assembled spectators, numbering many thousands, who sang the National Anthem. A unique feature was the illumination of the north front of the Castle, every window of which was brilliantly lighted, the effect being very magnificent. Our illustration is from a sketch by Gilbert Foster.

FIREWORKS AND ILLUMINATIONS AT WINDSOR



A great feature of the celebrations in the neighbourhood of Bristol was the illumination of the Avon Gorge and the Suspension Bridge. The buttresses and chains of the bridge were outlined with about 200 flambeaux, and 3,000 coloured lamps of five different colours were utilised on the handrails and roadway, there also being a picturesque crown and "E. R." in the centre of the buttresses facing the Toll Houses at each end of the bridge. The effect was heightened by the coloured fires which were burnt from the top of the river banks, and at the periods, too, when coloured fires were burnt from the top of the buttresses. The banks of the river from Ashton Park, on the Somerset side, and the bottom of Bridge Valley Road, on the Gloucestershire side, to a point beyond the Sea Walls, were outlined with some 200 flambeaux, and the effectiveness was heightened by steamers passing up and down the river discharging Roman candles. Our illustration is from a sketch by Alfred Leek.

ILLUMINATION OF CLIFTON SUSPENSION BRIDGE AND AVON GORGE



An unique spectacle was provided at Scarborough where, by way of an illumination, an old ship was burnt in the Bay. Our illustration is from a sketch by Ernest Dade.

A NOVEL ILLUMINATION AT SCARBOROUGH



At Eastbourne there was a display of fireworks and the whole of the sea front was brilliantly illuminated. Our illustration is from a photograph by Harold F. Lasham.

THE SEA FRONT AT EASTBOURNE



The Town Hall was lavishly illuminated for the night of June 20, the day originally fixed for the Coronation. The building was lighted up with electric light, coloured red, white, and blue, and the effect was very fine. Our photograph is by H. Starkie, Kimberley.

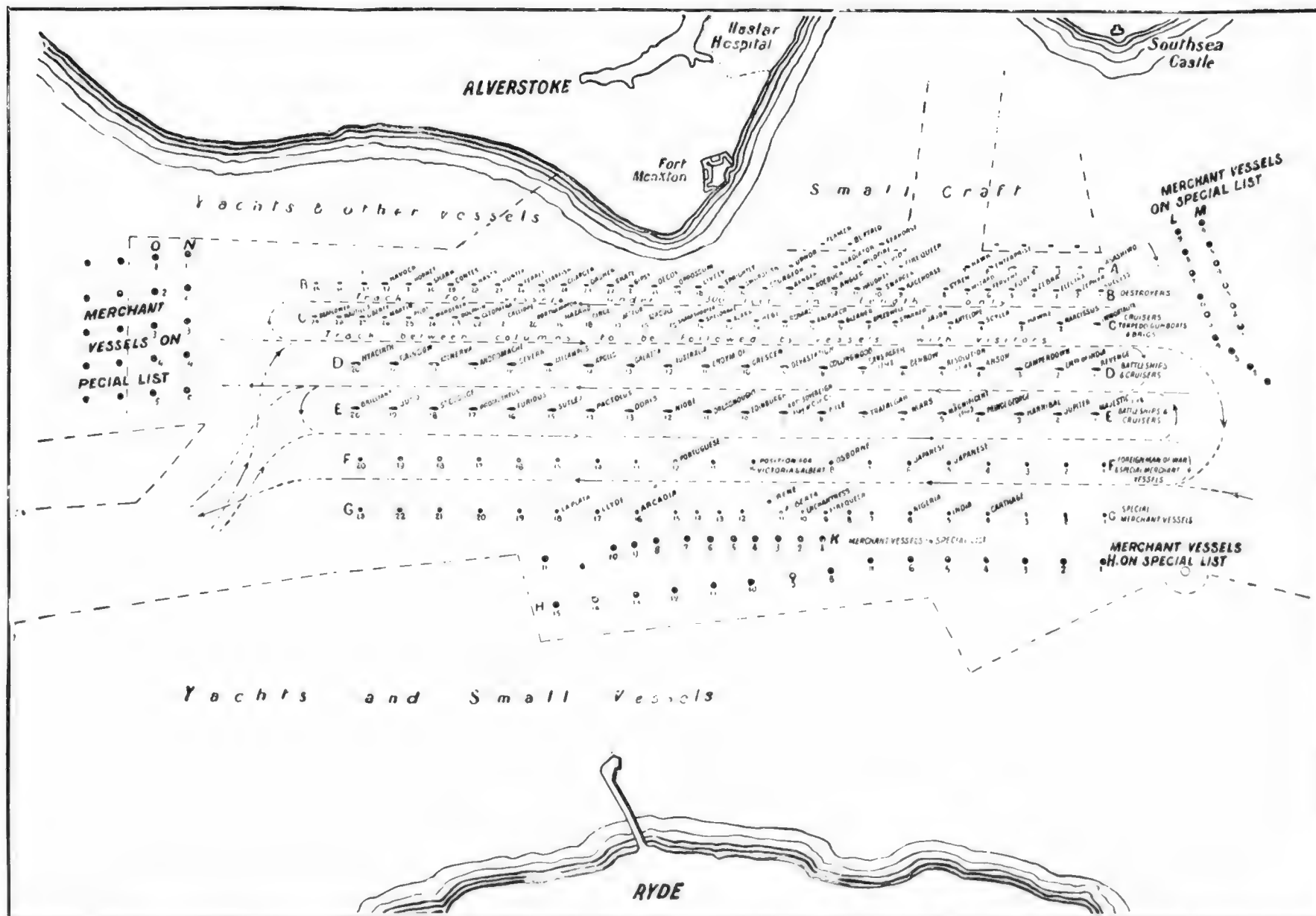
ILLUMINATION OF THE TOWN HALL, KIMBERLEY



The feature of the celebrations at Exeter was a procession illustrating "Exeter's History-makers." Our illustration, which is from a photograph by J. R. Browning, shows a car representing "Knowledge," the tableau being arranged by the Royal Albert Memorial School of Art.

A CAR IN THE PROCESSION AT EXETER





THE CORONATION NAVAL REVIEW: CHART SHOWING THE POSITION OF THE WARSHIPS AT SPITHEAD ON AUGUST 16

### Dispersing the Fleet

THE last item in the naval programme before the dispersal of the fleet was sadly marred by the weather. Everyone hoped that the storm of Saturday, which so seriously interfered with the illuminations, and Sunday's downpour, would have cleared the air and allowed a fine day on Monday, but this was not to be, and except for five minutes of sunshine, the day passed shrouded from morning to evening in thick mist and driving rain. So thick was the atmosphere that occasionally it was hardly possible to see from ship to ship, and little astonishment would have been shown if the King had decided to abandon the whole programme. But this was not done. As far as the weather would allow the programme was adhered to. The holiday crowd of Saturday was conspicuously absent; the great German liner Pretoria, which we illustrate on another page, was the only passenger ship present, and the Government vessels carried but an insignificant number of official sightseers. The evolutions were appointed to take place outside Spithead off the eastern shore of the Isle of Wight, between the Warner and Nab Lights and out to sea beyond, and such forlorn spectators as tried to gain a glimpse of what was happening through the screen of rain collected at the eastern point of the island, and in mackintoshes and with umbrellas enjoyed such glimpses of the spectacle as the weather afforded. Rain fell in torrents. Half a gale blew from the south-west, and the sea was rough. But towards midday a brief break came, and from the Australia came the first signs that all was in readiness for the Royal procession to get under way. At a quarter to eleven the guardship stole almost imperceptibly from her moorings, and turned her bows towards the north. A few minutes elapsed, and then the Victoria and Albert followed suit. Very slowly the Royal vessel, flying the Admiralty flag at the fore, the Royal Standard at the main, and the Union Jack at the mizzen, with the white ensign astern, started on her way, followed after a short interval by the Osborne. A like distance divided this craft from the Australia, which fell into line astern of her. Then there came in sight the escorting fleet of torpedo-boat destroyers. Twenty-eight

in number, they steamed out in two lines, keeping their distance with perfect precision. The Royal yacht then steamed slowly through the lines, the ships, which were dressed with bunting, fired the Royal salute, and the dull, muffled roar reached the ears of the listeners on shore, who by this time had lost sight of the procession, telling them that the first part of the programme was being proceeded with. The Royal yacht then took up a position inside the Nab Light, and immediately she had anchored the seagoing squadrons weighed, the Majestic leading the weather and the Magnificent the lee line. Passing between the Osborne, which had the weather side of the inspection ground, and the Victoria and Albert, which had the lee side, the battleships and cruisers proceeded at a speed of about six knots, and four cables apart. The two lines kept so evenly abreast of each other, says the *Times* correspondent that throughout the inspection the signal was kept flying from the King's yacht, "Magnificent sight; splendid order kept." The ships saluted, and though there was a stiff breeze, the smoke hung heavily. It was, indeed, a splendid sight to see the three squadrons getting under way, and maintaining their exact distances until they were beyond sight of the Royal yacht, perceptibly increasing their speed as they proceeded. Meanwhile the destroyers, in accordance with previous instructions, pushed on to the manoeuvre ground as soon as their escort duty had been completed, and lay under shelter of the Isle of Wight until the three squadrons had passed. The battleships and cruisers took the channel between the Nab and the Isle of Wight, and then as they approached Sandown Bay began to fire up for increased speed before dividing into their respective squadrons. As they passed the King's yacht they manned ship, but did not salute. Those who anxiously watched them standing out to sea in the hope that the divisions would turn and perform the famous "gridiron" movement, were speedily doomed to disappointment. It is an evolution that calls for much care even on a clear day, and no one doubted that His Majesty had ordered the curtailment of the programme with a full knowledge that in such thick, driving rain it would not be easy to judge distances. The movement consists in the ships steaming forward in two columns and then changing places, each vessel taking the station of its corresponding neighbour in the next line. A good many spectators doubtless remembered

that the sinking of the Victoria was the result of an attempt to go through this "gridiron" movement, which in the summer naval manoeuvres is often practised, though never by as great a force as this, the ships engaged being usually no more than eight or ten, whereas here were forty, all in readiness. The Sans Pareil, sister-ship of the Victoria, attracted attention, partly because of her fancied resemblance to a shoe, and so did the Camperdown, the other prime mover in the great catastrophe referred to. In case of war, skill in handling a fleet might decide a battle, but there was no great issue at stake on Monday and so no risk was run. To Portland and their respective stations the Channel and other squadrons steamed without looking back, and the great Coronation assemblage was no more. The only picturesque incident which succeeded was the passing of the foreign warships. The Portuguese ship went first, giving a salute as she passed the Royal yacht, thereby showing those on shore that she was a foreigner, for none of the English ships saluted. Our Allies, the two Japanese ships, stood out next, also saluting, and the Italian Carlo Alberto brought up the rear. Busy signal flags on the Victoria and Albert fluttered out His Majesty's farewell message as they passed, and then, the last act in the great Coronation Review accomplished, the Royal yacht returned to Cowes anchorage. So ended a day which, with everything against it in the way of inclement weather and dismal surroundings, yet impressed itself on all who were present. There was none of the jauntiness of a fair-weather review, but there was something vastly impressive in the spectacle of those two grand lines of ships ploughing their way out to sea through stormy waters, and under a sullen sky, to resume their work of policing the King's highway.

Although, when the Victoria and Albert returned to her berth in Cowes Roads, the rain, which had hardly ceased since morning, was still falling heavily, the King did not remain aboard his yacht, but crossed late in the afternoon in a pinnace to the steps of the Royal Yacht Squadron during a steady downpour. With His Majesty were the Earl of Albemarle, the Marquis de Soveral, and Count Albert Mensdorff. His Majesty paid an informal call at the Castle, where he chatted with several friends, and then, heedless of the rain-soaked ground and damp, miserable weather, went for a short walk with those who had accompanied him from the Royal yacht. His Majesty remained on shore about half an hour, and then returned in his launch to the Victoria and Albert. No further evidence than this could be afforded of His Majesty's complete recovery, and the little episode caused great satisfaction.



DRAWN BY W. HATHERRELL, R.I.

His Majesty held an Investiture of the Orders of the Bath and St. Michael and St. George on the Royal yacht on Friday last. The Crown Prince of Denmark, the Prince of Wales and Prince Charles of Denmark were present with His Majesty. A number of officers and other recipients of Orders were severally

FROM A SKETCH BY SIDNEY F. HALL, M.V.O.

introduced into the presence of the Sovereign, who conferred upon them the honour of knighthood and invested them with the riband and badge of the respective division of the Order into which they have been admitted, and affixed the stars to their left breasts.

THE INVESTITURE ON BOARD THE "VICTORIA AND ALBERT": THE KING DECORATING ADMIRAL LORD WALTER KERR





THE LORD-LIEUTENANT GOING ON BOARD THE R.M.S. "ULSTER"

The Lord-Lieutenant and Lady Cadogan bade farewell to Dublin last week on the conclusion of their term of office in Ireland. They were accompanied to the railway station by the Duke of Connaught, and an escort was furnished by the cavalry in the garrison. The route was lined with soldiers, and as their Excellencies



THE PROCESSION PASSING TRINITY COLLEGE

drove through the city they received the cordial and affectionate salutations of a very large crowd which had assembled to bid them farewell. Our photographs are by Chancellor and Sons, Dublin

THE DEPARTURE OF LORD CADOGAN FROM DUBLIN



DRAWN BY W. T. MAID

The Orient-Pacific Line's *Ophir*, while on its onward-bound voyage, was present at the Naval Review. On board she carried the Fijian and Cingalese Coronation contingents and a few of the Indian troops who were returning home. The vessel also had a party of guests on board who were not included in the passenger list. Among these, by the courtesy of the Orient-Pacific Company, was one of our artists. On the morning of the Review the *Ophir* sent a tender, filled with spectators, round the fleet. The Fijians cheered enthusiastically as the tender passed the *Majestic*, where bluejackets and marines clustered at the railing to answer them.

THE FIJIAN AT THE NAVAL REVIEW: A SCENE ON THE TENDER OF THE ORIENT-PACIFIC LINE S.S. "OPHIR"

## Club Comments

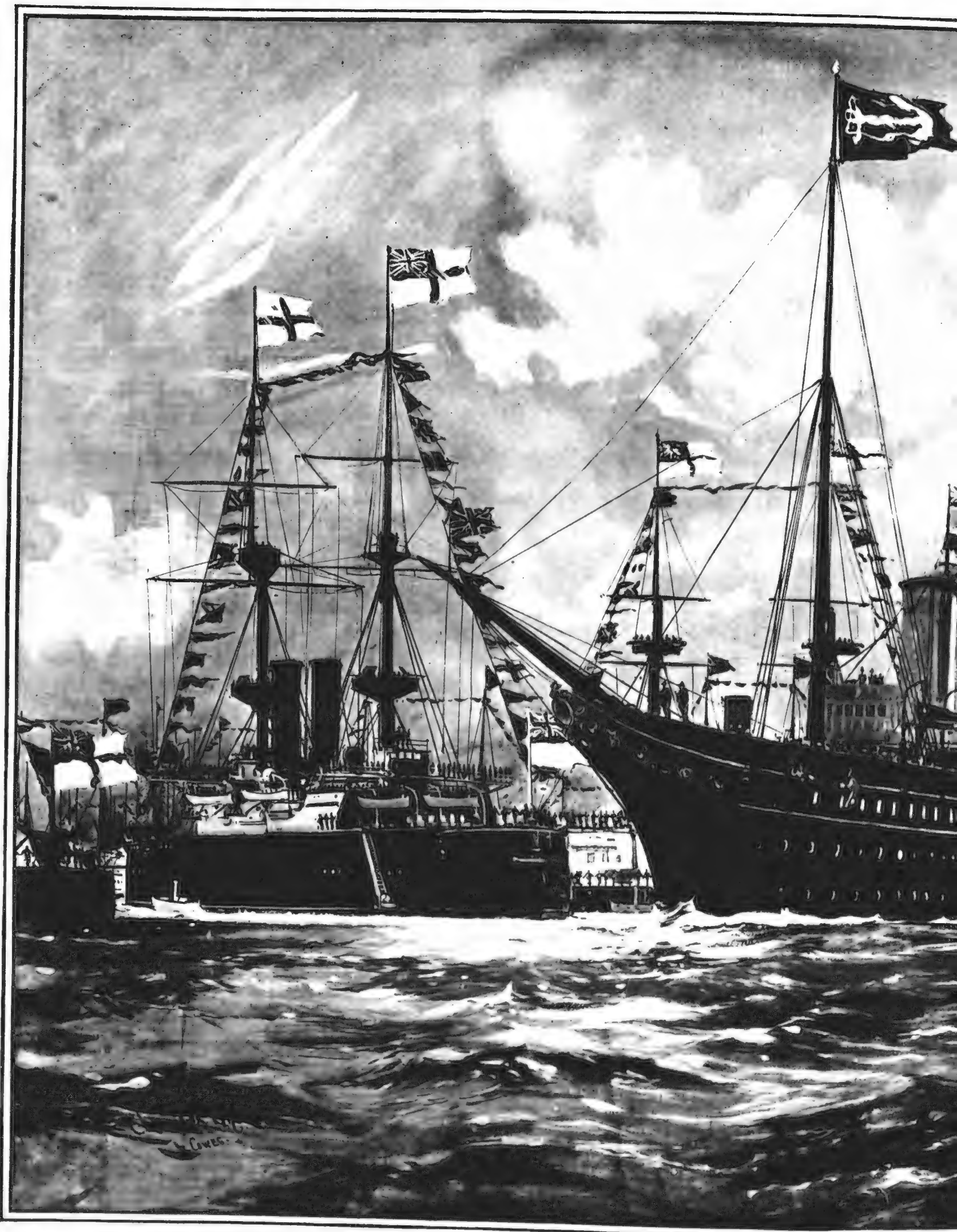
BY "MARMADUKE"

At the close of the war in South Africa, Lord Kitchener paid a graceful tribute to the Boer Generals, and the British throughout the Empire re-echoed the words of praise which he had bestowed upon them. The three Boer Generals, Botha, De Wet and Delarey, have now been in England as visitors, and have received an enthusiastic reception—a reception which has been more enthusiastic than, probably, any general of a hostile force has ever received from a conquering nation. There are those who regret that so much attention has been paid to the leaders of the Boer Army. They forget that generosity in a conqueror is a heroic virtue; that a community which can spontaneously accord a warm welcome to the chiefs of a brave enemy cannot be wanting in courage and strength. It is certain that the reception which has been accorded to the Boer Generals will induce our neighbours to form a more favourable opinion of the British character than the one they now hold, and that it will show to the Boer people that the Empire rejoices to have assimilated so brave a race. The incident emphasises the phrase coined by a distinguished statesman:—"The public is the best diplomatist."

Some of those who object to the glorification of the three most prominent of the Boer Generals maintain that they owe their enthusiastic welcome to the "love of notoriety" which is so strong amongst us now. According to them any well-advertised individual, whether it were a general, a cricketer, or a prize-fighter, would be acclaimed by the British crowd. That is to some extent true; but the British public has for many months past—whilst the war was still a long way, apparently, from being ended—been generously inclined towards the three Boer Generals, whose cleverness and good qualities have, on frequent occasions, been made patent to all. As these able men have now reconciled themselves to the inevitable, and have, with characteristic faithfulness, attached themselves to the Empire, it is to be hoped the authorities will secure their services in case of need. It may be that in the future General De Wet may do as good work for Great Britain as he has for the Boer Republics.

"Cooking cannot cross the Channel," once said a well-known English wit. What is the reason of this? It is an undoubted fact that throughout France the cooking is far better than it is in England—except at the most expensive restaurants—whilst game is better cooked in England, even by an ordinary cook, than it is in France. In these days, when there are so many who are rich, there are a hundred French cooks in England to every one there was twenty-five years ago, but the cooking is not very much better than it was then. The *chef* who comes to England an expert in his art, and devoted to it, soon loses his interest, because he discovers that whether he cooks his dishes carefully or carelessly those who eat them are generally unable to distinguish between the two methods. It is not the cooks among us who require to be trained, but those who eat—and how is that gigantic task to be accomplished? It is often said in conversation, and almost as frequently asserted in print, that the cooking in London now is far superior to what it was a quarter of a century ago. That is altogether incorrect, for the *cuisine* of many of the West End clubs at that time was as good as any in Paris, whilst no better dinners could be served than those given by the late Lady Molesworth, in Eaton Place, and the late Lord Granville. Cooking, as an element of happiness, is almost ignored in this country—it is one of the main elements of a happy life in France.

When the late Queen died the writer suggested in this column that the room in which Her Majesty passed away should be kept as it was during her life, and that the public should be permitted occasionally to visit it. The suggestion was opposed in several newspapers, though it was obvious that it would be partly, if not entirely, adopted. Queen Victoria is a national asset; she is the greatest Sovereign, according to modern ideas of greatness, that this country has ever had; she will be one of the heroines of history, and the room in which she died has now become a national heirloom. Those who live on the Isle of Wight need not fear that by losing a Royal residence the island will become less prosperous, for men, women and children of the English-speaking races will flock in their thousands, in annually increasing crowds, from the four quarters of the globe to visit this memorable room, and their pilgrimages will not be limited to a season.

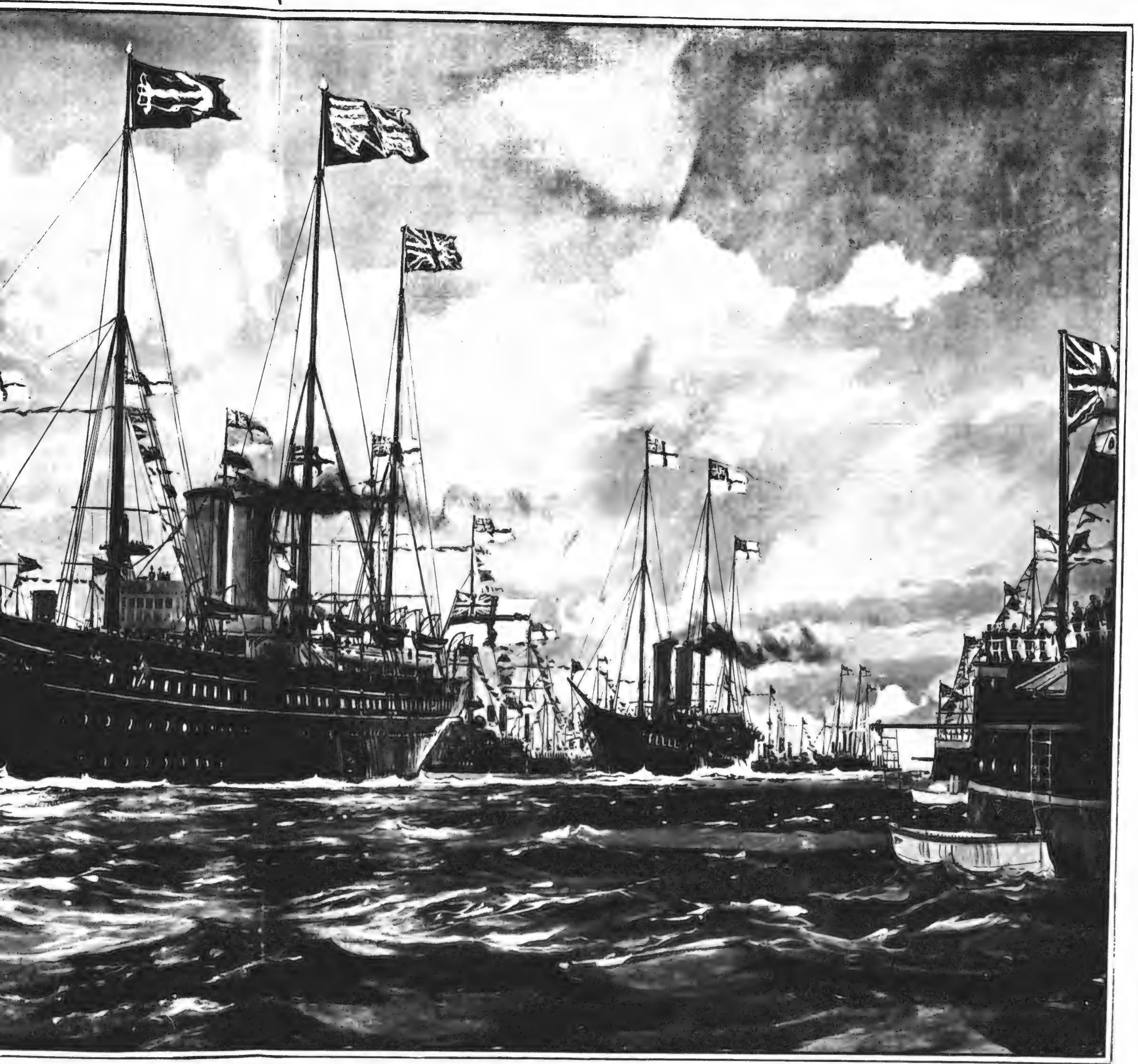


THE "ROYAL SOVEREIGN"

THE CORONATION REVIEW AT SPITHEAD: THE KING'S YACHT "VICTORIA AND ALBERT"

DRAWN BY





THE "VICTORIA AND ALBERT"

THE "OSBORNE"

THE KING'S YACHT "VICTORIA AND ALBERT" STEAMING EASTWARDS DOWN THE LINES D AND E

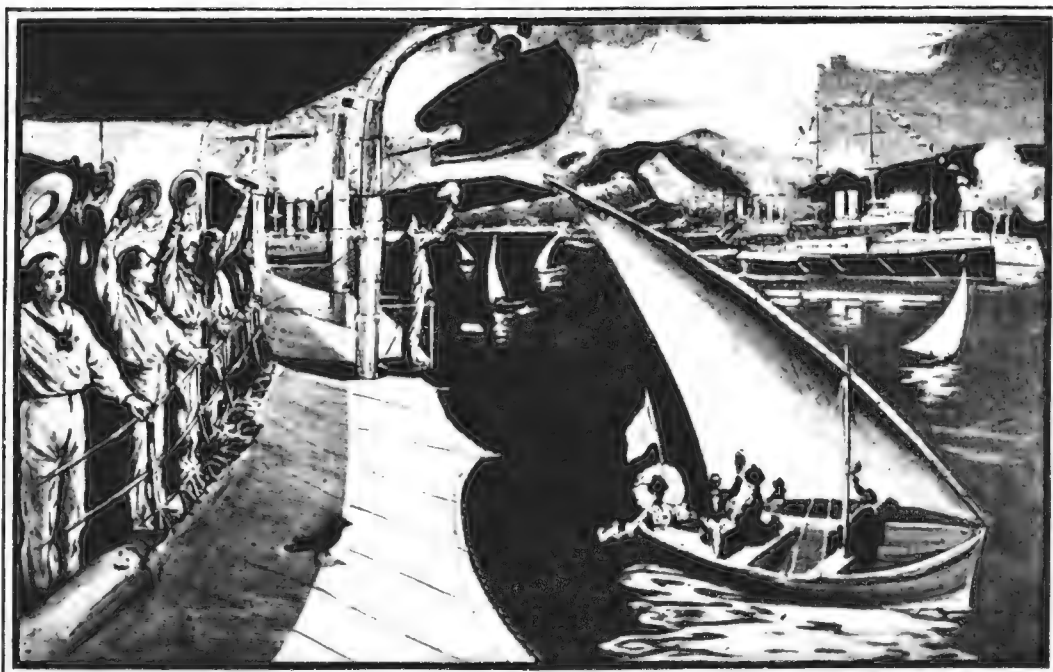
DRAWN BY CHARLES DIXON, R.I.

## The Theatres

BY W. MOY THOMAS

### "THE MARRIAGE OF KITTY"

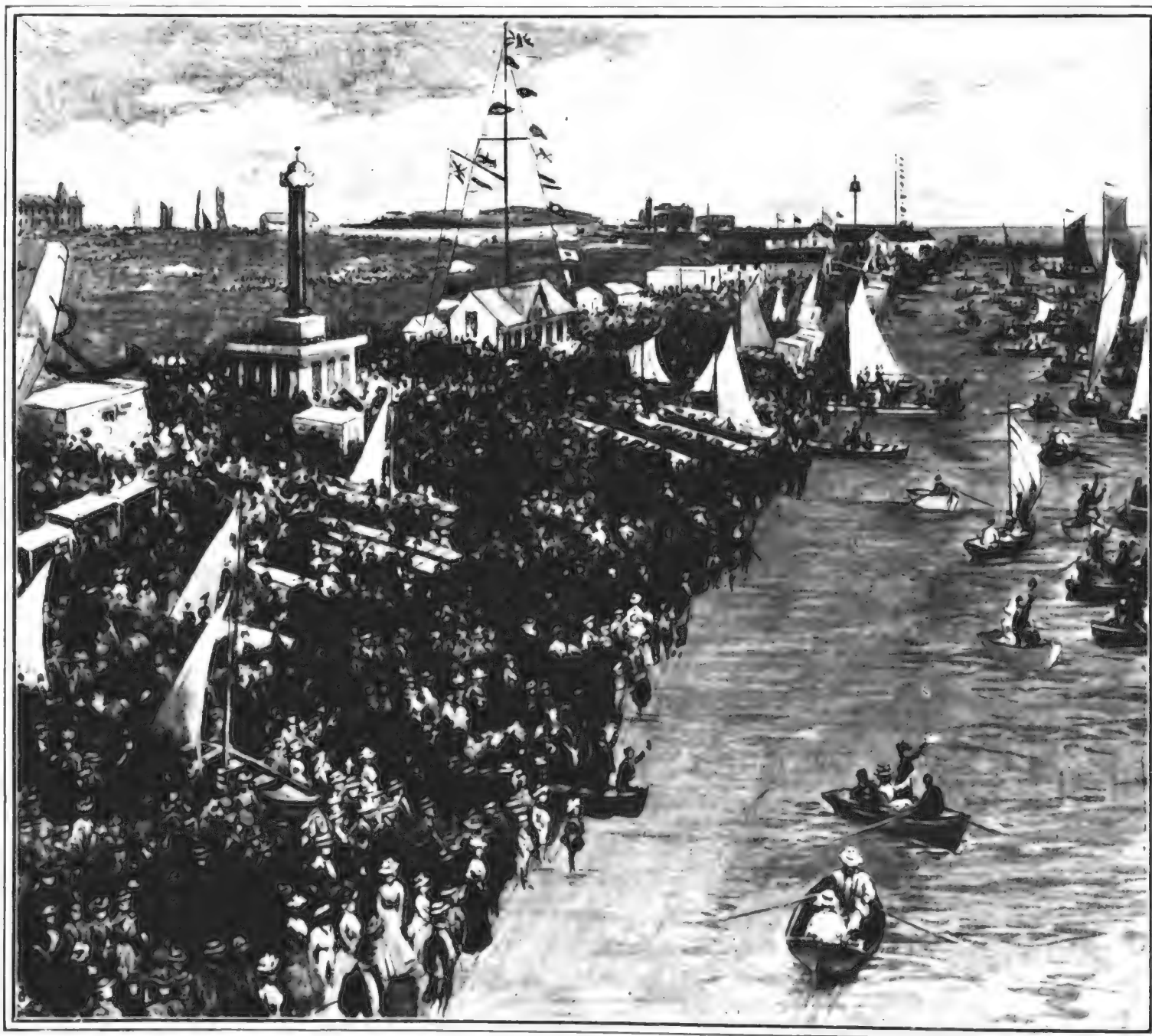
A CONSIDERABLE amount of manipulation has been deemed necessary by Mr. Cosmo Gordon Lennox in adapting for the English stage the farce entitled *La Pixerelle*, in which that vivacious and delightful actress, Madame Réjane, was amusing her Parisian admirers early in the present year; but unfortunately the structural changes which he has introduced into the story do not conduce to the clearness of motive which, even amidst the extravagances of farce, cannot safely be dispensed with. The most conspicuous personage in Mr. Lennox's adaptation, brought out at the DUKE OF YORK'S Theatre on Tuesday evening with the title of *The Marriage of Kitty*, is Sir Reginald Belsize, Baronet, to whom a rich uncle, recently deceased, has left an enormous fortune on the sole condition that his nephew shall marry at an approaching date some lady who is neither a widow nor a Peruvian. Now it happens that Madame de Semiano, whom Sir Reginald ardently desires to espouse, fulfils both these descriptions; it is against this very lady, in fact, that the whimsical testator has directed his restriction, and the problem is how to evade the obnoxious clause. Consulted on this subject, Mr. John Travers, of Lincoln's Inn, a curiously unscrupulous family solicitor, devises a plan. His sprightly but impecunious god-daughter, Kitty Silverton, who is neither a widow nor a Peruvian, shall be induced by a bribe to marry the flighty Sir Reginald in due form and at the appointed date, on the understanding that at the end of a twelvemonth Sir Reginald shall be set free again by some sort of proceedings in the Divorce Court. But what if the new Lady Belsize refuses to relinquish her title? And how is the iniquitous compact to be enforced? If any light was thrown on this question in Mr. Lennox's rather superabundant dialogue, I must confess that it escaped my attention. Plausibility, in brief, is sacrificed for the sake of the humorous situations that ensue, when Sir Reginald, wearied of the jealous-tempered Peruvian lady's frequent fits of hysterics, falls in love with his own wife. The play, as will be seen, takes us into the region of pure farce. Unfortunately it is not played quite in the key which this implies. Miss Marie Tempest's Kitty is a very sprightly and fascinating personage, whose impromptu toilette when she is desirous of appeasing the jealous feelings of Madame de



The British Mediterranean fleet, assembled at Phalerum, celebrated the Coronation of the King amid enthusiastic demonstrations of sympathy and goodwill on the part of the Greek population. The splendid array of vessels anchored in the Saronic Gulf formed a most imposing spectacle, which attracted immense crowds to Phalerum from Athens and the Piræus. About noon a service, timed to correspond with that at Westminster, was held on board the flagship, after which a general salute was fired, and three cheers given for the King.

### THE MEDITERRANEAN FLEET CELEBRATING THE CORONATION OF THE KING

FROM A SKETCH BY A. GASCOIGNE WILDEY, R.N.



WATCHING THE NAVAL REVIEW: THE SCENE ON SOUTHSEA BEACH

DRAWN BY F. C. DICKINSON



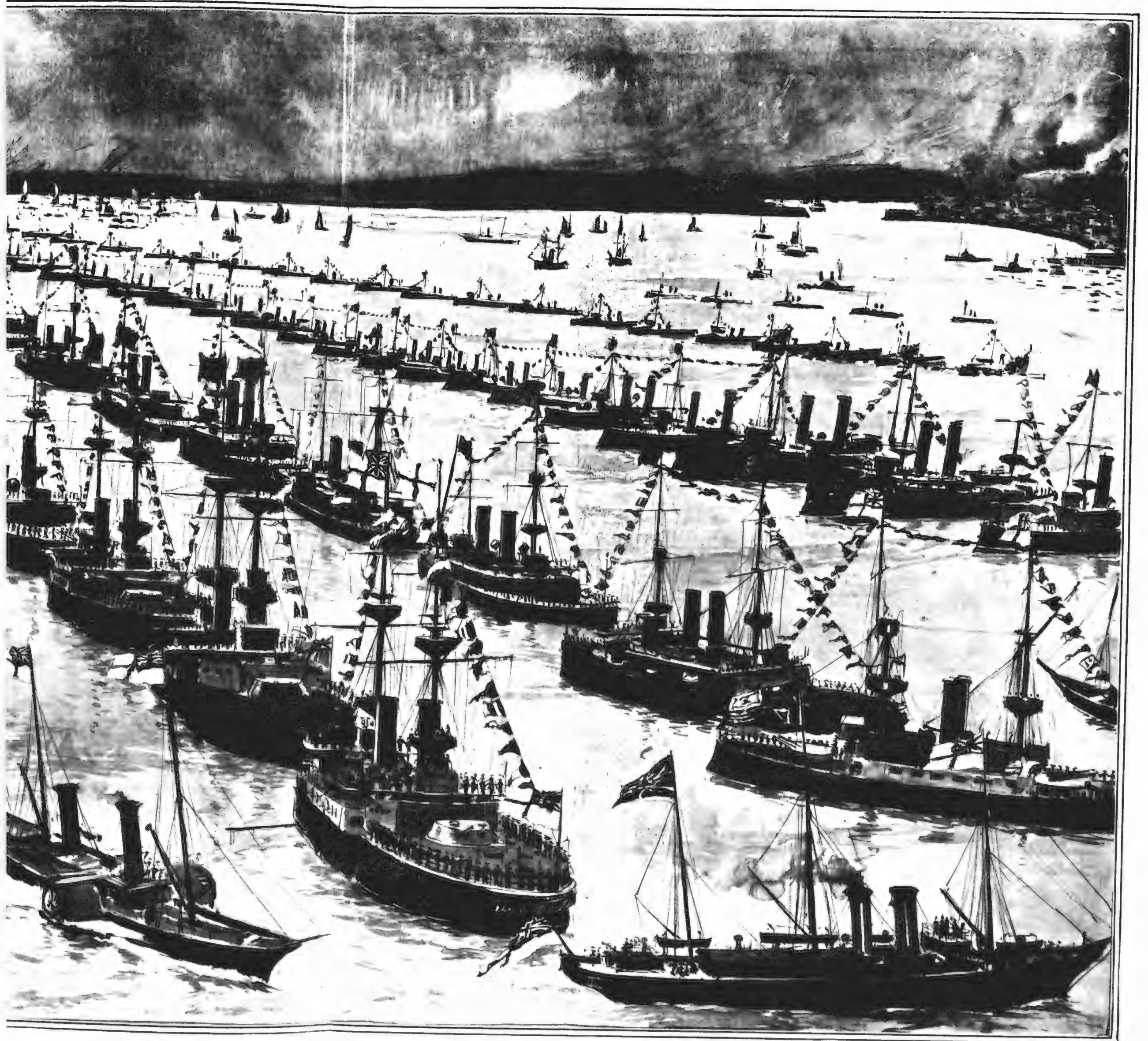




THE CORONATION REVIEW AT WHITEHEAD: GENERAL VIEW

BY NORMAN WILKINSON





THE CORONATION REVIEW AT WHITEHEAD: GENERAL VIEW OF THE FLEET

DR. NORMAN WILKINSON









THE KING'S YACHT "VICTORIA AND ALBERT"

THE "ROYAL SOVEREIGN"

THE CORONATION REVIEW AT SPITHEAD: THE SEARCH-LIGHT DISPLAY DURING THE ILLU

DRAWN BY W. L. WYLLIE, A.R.C.A.

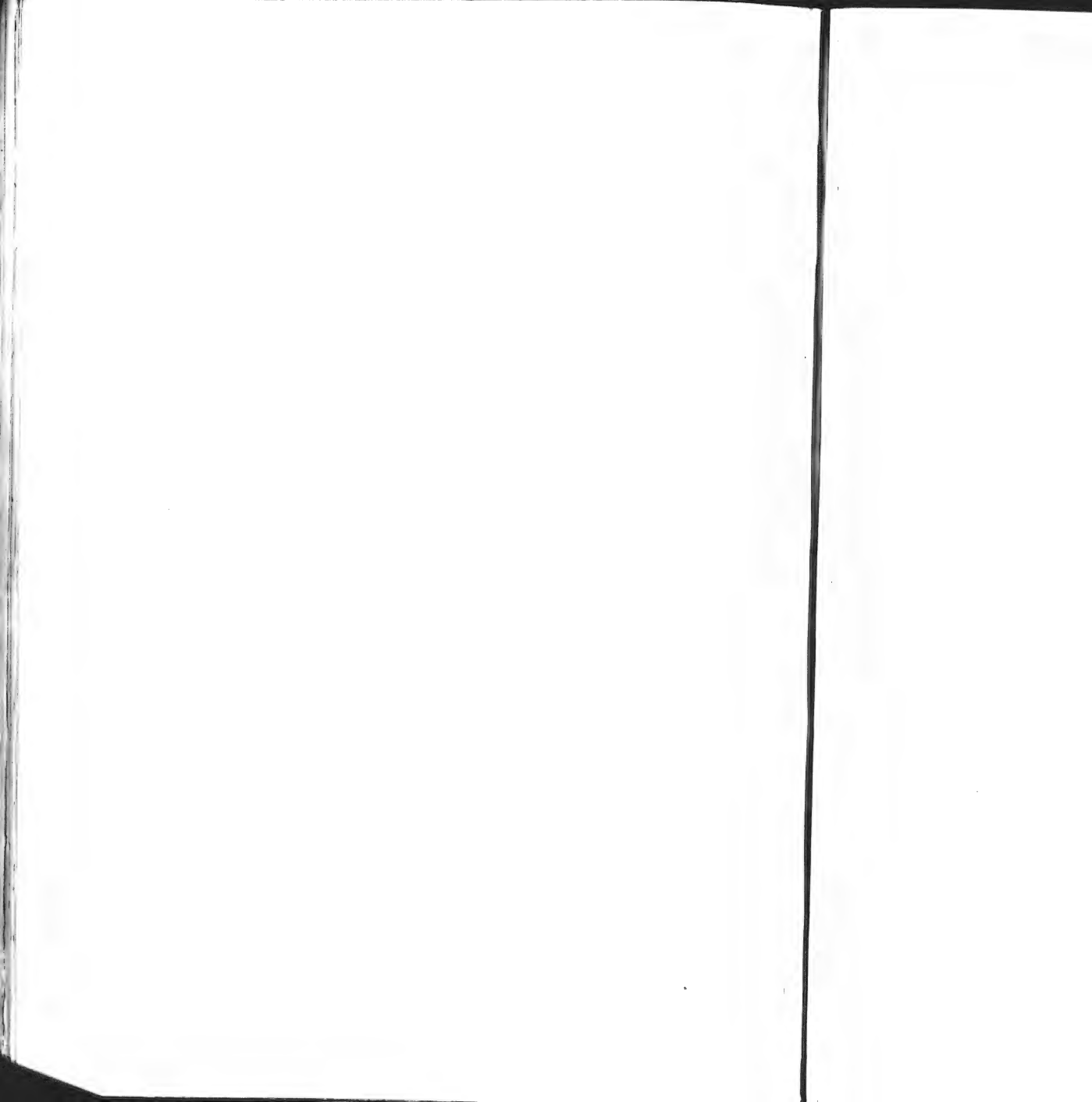




THE "ROYAL SOVEREIGN"

AD: THE SEARCH-LIGHT DISPLAY DURING THE ILLUMINATION OF THE FLEET

DRAWN BY W. L. WYLLIE, A.R.A.



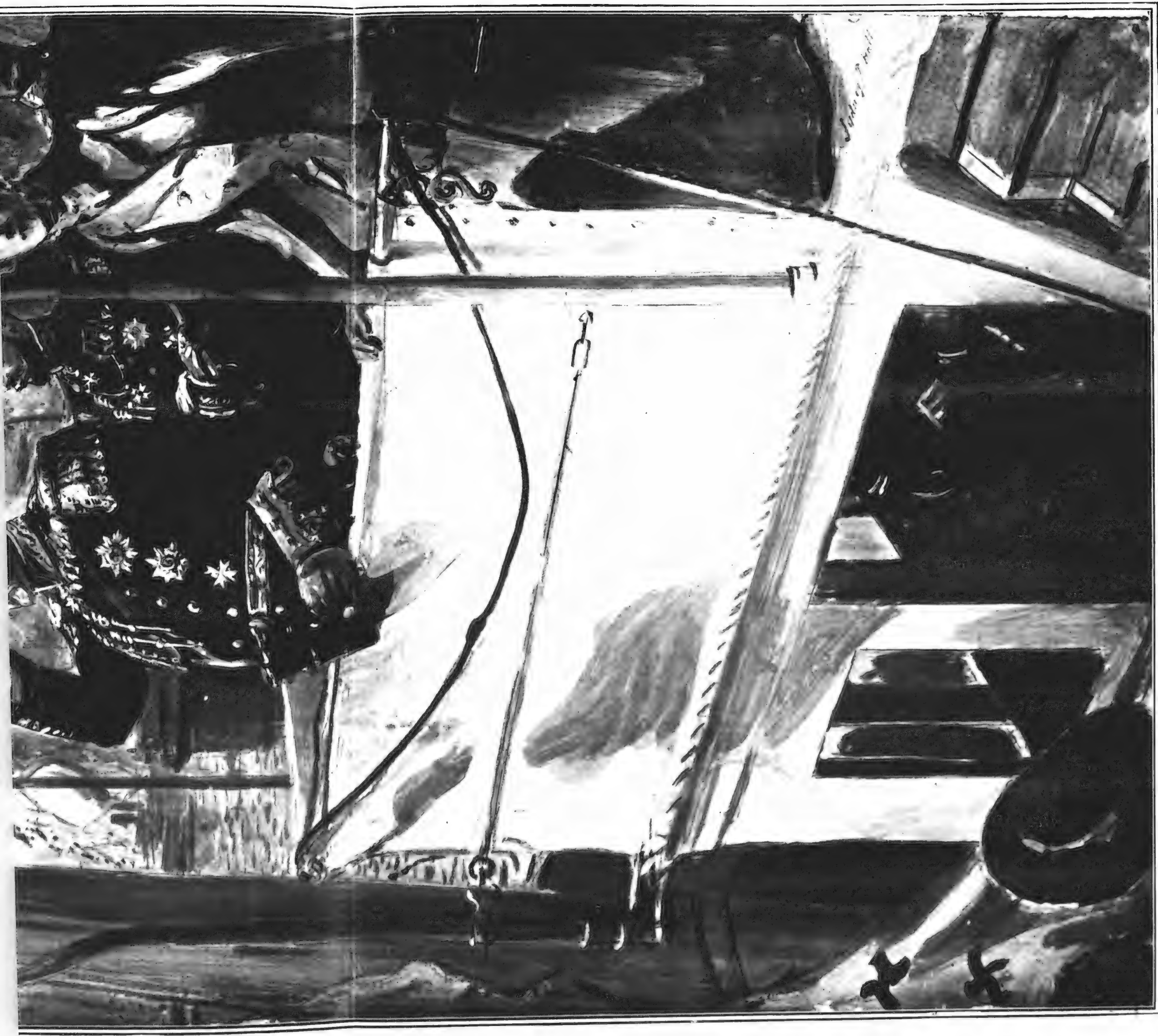




SUPPLEMENT TO THE GRAPHIC, AUGUST 23, 1902







THE KING REVIEWS HIS FLEET: HIS MAJESTY ON BOARD THE ROYAL YACHT "VICTORIA AND ALBERT"

DRAWN BY SYDNEY P. HALL, M.V.O.









GENERAL DE WET

GENERAL DELAREY

GENERAL BOTHA

THE KING

DRAWN BY GEORGES SCOTT

The three Boer Generals, Botha, Delarey and De Wet, arrived at Southampton on Saturday from Cape Town. They declined to be present at the Naval Review, but expressed their readiness to see the King if His Majesty wished it. *Victoria and Albert*, where they were received in audience by His Majesty, and presented to the Queen and other members of the Royal Family.

A MEMORABLE INTERVIEW: THE BOER GENERALS BEING RECEIVED BY THE KING ON TH





THE KING

THE PRINCE OF WALES

LORD KITCHENER

LORD ROBERTS

FROM A SKETCH BY SYDNEY P. HALL, M.V.O.

the Naval Review, but expressed their readiness to see the King if His Majesty wished it. They travelled to London the same afternoon, and on Sunday, in response to an invitation from the King, proceeded to Cowes, and went on board the yacht by His Majesty, and presented to the Queen and other members of the Royal Family. Lord Roberts and Lord Kitchener were present at the audience.

BEING RECEIVED BY THE KING ON THE ROYAL YACHT "VICTORIA AND ALBERT" AT COWES



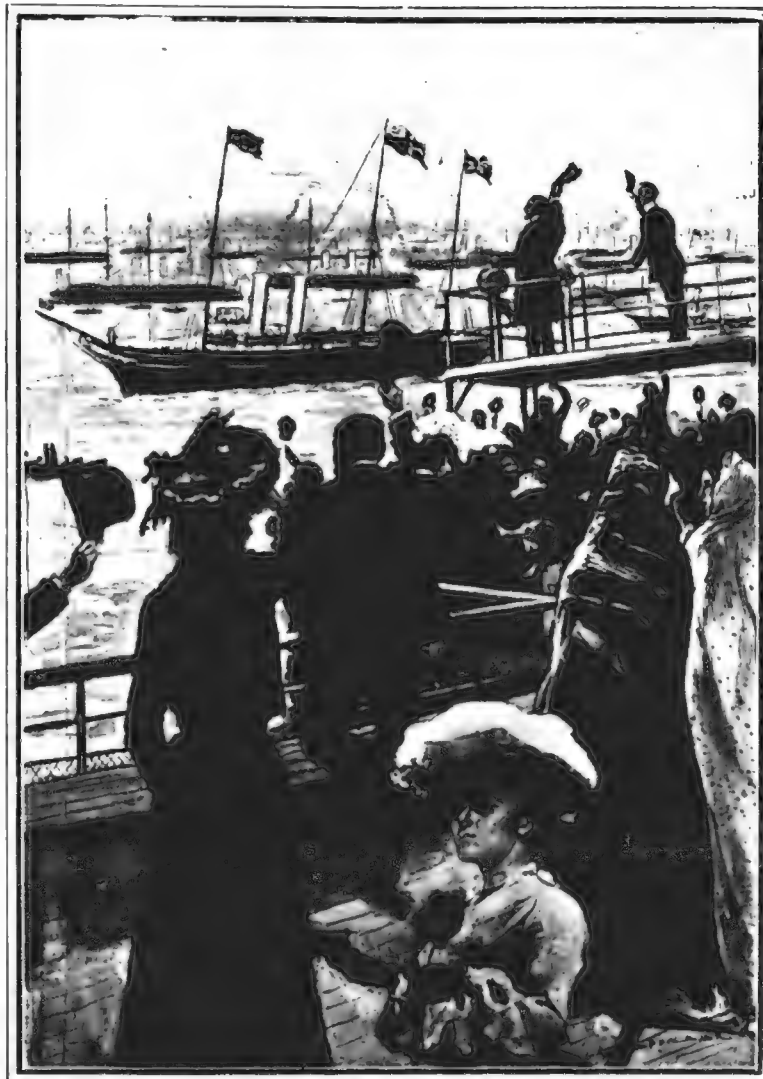
Semino by assuming a prim and dowdyish appearance, delighted the audience; but her impersonation is all too refined and subdued for its farcical environment; nor did the extreme moderation of Mr. Leonard Boyne's Sir Reginald help to correct this defect. As to John Travers, it is clear that his atrocious proceedings suggest a solicitor *pour vive* rather than the authoritative personage whom Mr. Gilbert Hare, save in one or two hilarious outbursts, prefers to depict. The only impersonation which possessed the appropriate touch of farcical colouring was Miss Ellis Jeffrey's Madame de Semino.

### The Indian Coronation Contingent

THE Indian troops who came over to this country for the Coronation, and were for months in camp at Hampton Court, have now left to return to India on the transport *Hudang*. The Indians were delighted with their visit to England, and took home many relics of their trip. What pleased them most while here was being reviewed by the King, for, as one of them said, "The King is always in our hearts." Most of the troops also had portraits of Lords Roberts and Kitchener. The *Hudang* left Southampton on Saturday for the Naval Review, and subsequently proceeded to Bombay.

There was something eminently fitting in the presence of Indian and Colonial troops in the Coronation procession and on the route. They served to remind us how vast is the Empire over which Edward VII. rules. It may truly be said that in no other country in the world could be seen such an interesting assemblage of troops. Every type of the human race seemed to be represented. East and West vied with each other in sending specimens of their best troops. From India there came over twenty different types—white volunteers, magnificent Sikhs in scarlet and blue, little Gurkhas in rifle green, Pathans, Rajputs, Madrassis, Cingalese, Brhmans, Jats.

The contingent consisted of 1,000 of all ranks, and represented all classes of Native soldiers and Indian Volunteers. The following selections were made among the Regular regiments which were to supply representative detachments:—Cavalry: Punjab—Sikhs, 10th Bengal Lancers; Dogras, 11th Bengal Lancers; Pathans, Corps of Guides; Multani Pathans, 15th Bengal Lancers; Punjabi Mahomedans, 18th Bengal Lancers, Bengal Jats, 14th Bengal Lancers; Hindustani Mahomedans, 1st Bengal Lancers; Bombay—Maharattas, 1st Bombay Lancers; Rajputs, 3rd Bombay Cavalry; Madras—Madras Mahomedans, 1st Madras Lancers, Hyderabad—Deccan Mahomedans, 1st Lancers Hyderabad contingent; Sappers and Miners from the Bombay and Madras Companies of Sappers and Miners. Infantry: Punjab—Dogras, 35th Dogras; Sikhs, 15th Sikhs; Punjabi Mahomedans, 33rd Punjab Infantry; Pathans (not Afridis), 20th Punjab Infantry; Afridis, 1st Punjab Infantry; Bengal—Brahmans, 1st Bengal Infantry; Jats, 10th Bengal Infantry; Hindustani Mahomedans, 17th Bengal Infantry; Rajputs, 7th Bengal Infantry; Gurkhas, 2nd Gurkha Rifles; Garhwals, 39th Garhwal Rifles. Madras—Tamilis, 1st Madras Infantry; Moplahs, 2nd Battalion Moplah Rifles; Madras Mahomedans, 20th Madras Infantry. Bombay—Maharattas, 1st Bombay Grenadiers; Mers, Merwara Battalion; Hazaras, 24th Baluchistan Regiment; Baluchis, 29th Baluchis; Konkani Maharattas, 3rd Bombay Light Infantry. Hyderabad—Deccani Mahomedans, 1st Infantry Hyderabad Contingent. The contingent of 100 Volunteers was made up by one or two representatives from each of sixty-eight representative Volunteer Corps. A detachment of Indian Mountain Artillery and from a field hospital were also contained in the contingent. The splendid "Imperial Service troops" were also represented.



DRAWN BY R. SPURRIER. FROM A SKETCH BY RYDNEY HIGHAM. By the courtesy of Messrs. T. Cook and Sons, one of our artists was enabled to see the Review from the ss. *La Marquise*. Our illustration shows Captain Fishenden leading the cheers for the King when the Royal yacht was passing down the lines. AT THE NAVAL REVIEW: THREE CHEERS FOR THE KING



The left-hand medal, which has been cast in silver and in bronze, was presented by the King to the Indian and Colonial contingents and to the commanding officers of the fleet at Spithead. The medal shown on the right is in silver and has been presented by His Majesty to the Mayors and Provosts of the United Kingdom. Both medals are the work of Messrs. Elkington and Co., Ltd., Regent Street.

CORONATION MEDALS

### The Dore Gallery

THE popularity of Gustave Doré's pictures is still maintained, and during the Coronation season the Gallery which bears his name has been visited by admirers from all parts of the Empire. At the present time also the proprietors of the Gallery, whilst displaying Doré's largest and best-known pictures, including the well-known "Christ Leaving the Praetorium," have arranged for periodical exhibitions of contemporary art. Thus one room just now is reserved for the series of British battles by M. Henri Dupray, and the interest in our Indian contingents is augmented by Mr. R. D. Mackenzie's extremely clever treatment of some of the border tribes. His large canvas, "Baluchis," gained the prize at Simla two years ago. Another room is devoted to the works of the late Mr. Downward Birch. In addition to these there is an excellent portrait of Bishop Brindle, D.S.O., by Mr. Wilfrid B. Egan, and some very sympathetically treated Spanish Cathedrals by Mr. P. Fletcher-Watson. Mr. Alfred Powell has a series of Welsh scenes in water-colour, and Miss Patience E. Bishopp has a collection of 100 sketches of "Town and Country" in the same medium.

A curious rumour has been in circulation in Paris lately—to the effect that M. Casimir-Perier, the ex-President of the Republic, is going to succeed the Marquis de Montebello as French Ambassador at St. Petersburg. His Excellency will reach the limit of age in about twelve months. This report, I have reason to believe, writes our Paris correspondent, is completely unfounded. M. Casimir-Perier having reached the highest position in the State, a position which rendered him the equal of the Tsar, could not take a lower position which would place him on a level with the Ambassadors of the other Powers in the Russian capital. It is reported with more probability that the Marquis de Montebello will be succeeded by Admiral Gervais. It will be remembered that Admiral Gervais commanded the first French Squadron which visited Cronstadt, a visit which first proclaimed to Europe the existence of a close *entente* between France and Russia. The Admiral is known to be a *person grâti* at St. Petersburg, and to be the possessor of excellent diplomatic abilities.

The French juryman shows a very pronounced disinclination to fulfil his duties, but it is very rare that, as happened last Saturday, the Assize Court is unable to sit on account of there not being a sufficient number of jurors present. On that occasion a dozen Republican Guards were sent off to fetch the recalcitrant citizens, but their whole "bag" was a brace, and as this was insufficient to complete the number required by law the President of the Court had to adjourn the sitting to Monday. As the verdicts of a Paris jury are most erratic, one really wonders, in view of the evident disinclination to carry out their civic duties, if the institution is worth maintaining. They either acquit or find extenuating circumstances for the worst of criminals, and then show themselves pitiless in cases where the "quality of mercy" seems indicated.

A curious and ancient Paris corporation is up in arms just now. These are the *Fortis de Hail* or the "strong men" of the Paris Central Markets. They have the monopoly of carrying goods inside the markets, and they find stall-keepers have lately begun to use barrows and do the work themselves. The *Fortis* are big, brawny men, who wear felt hats a yard in diameter, on which they place their loads. All they earn goes into a common fund, and it is equally divided. As the position is worth 3,000 francs a year, with a pension of 800 francs after fifteen years' service, and 1,000 francs after twenty years, the corporation deems its interests well worthy of being defended.



A VIEW OF THE FLEET FROM SOUTHSEA BEACH FOR TWOPENCE! DRAWN BY R. SPURRIER



THE PIER AT SOUTHSEA ILLUMINATED DRAWN BY F. C. DICKINSON





FLEET ENGINEER SHIGI T. SEKI

The Japanese sailors have been much in evidence at Portsmouth, and everywhere they have been well received. They have been somewhat lionised, and have very good-naturedly responded to the great demand for autographs in Eastern characters. The Japanese warship *Asama* and *Takasago* attracted much attention. The *Asama* is an armoured cruiser of 9,750 tons with a speed of twenty-two knots.



THE CAPTAIN CALLING FOR CHEERS FOR THE KING



TAKING VISITORS ASHORE AFTER THE REVIEW

OUR NEW ALLIES: SKETCHES ON THE JAPANESE WARSHIP "ASAMA"

DRAWN BY PAUL RENOARD



At the review of Indian troops by the King before their return, a number of Indian representatives were invited to be present, and His Majesty presented the Coronation medals with his own hand. Afterwards the officers and men of the troops received medals from the Prince of Wales

THE REVIEW OF THE INDIAN TROOPS AT BUCKINGHAM PALACE BY THE KING: HIS MAJESTY GIVING MEDALS TO INDIAN REPRESENTATIVES

DRAWN BY JOHN CHARLTON





"'Because,' answered the President quietly, 'we did not think it fitting to deliver a child that was committed to our charge, to the care of one who had brought her father, and tried to bring her mother, his own seed, to the most horrible of deaths.' As he spoke, he fixed his eyes indignantly upon Benoni."

## PEARL-MAIDEN: A TALE OF THE FALL OF JERUSALEM

By H. RIDER HAGGARD. Illustrated by BYAM SHAW

### CHAPTER XI.

#### THE ESSENES LOSE THEIR QUEEN

THE Court of the Essenes was gathered in council debating the subject of the departure of their ward, Miriam. She must go, that was evident, since not even for her, whom they loved as though each of them had been in truth her father or her uncle, could their ancient, sacred rule be broken. But where was she to go and how should she be supported as became her? These were the questions that troubled them and that they debated earnestly. At length her great-uncle Ithiel suggested that she should be summoned before them, that they might hear her wishes. To this his brethren agreed, and he was sent to fetch her.

A while later, attended by Nehushta, Miriam arrived, clad in a robe of pure white, and wearing on her head a wimple of white, edged with purple, and about her waist a purple scarf. So greatly did the Essenes love and reverence this maid that as she entered, all the hundred of the Court rose and remained standing until she herself was seated. Then the President, who was sorrowful and even shamefaced, addressed her, telling her their trouble, and praying her pardon because the ordinance of their order forced them to arrange that she should depart from among them. At the end

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of this speech he asked her what were her wishes as regarded her own future, adding that for her maintenance she need have no fear, since out of their revenues a modest sum would be set aside annually which would suffice to keep her from poverty.

In answer Miriam, also speaking sadly, thanked them from her heart for all their goodness, telling them she had long known this hour of separation to be at hand. As to where she should dwell, since tumults were so many in Jerusalem, she suggested that she might find a home in one of the coast cities, where perhaps some friend or relative of the brethren would shelter Nehushta and herself.

Instantly eight or ten of those present said that they knew such trusty folk in one place or another, and the various offers were submitted to the Court for discussion. While the talk was still going on there came a knock upon the door. After the usual questions and precautions, a brother was admitted, who informed them that there had arrived in the village, at the head of a considerable retinue, Benoni, the Jewish merchant of Tyre. He stated that he desired speech with them on the subject of his grand-daughter Miriam, who, he learned, was, or had been recently, in their charge.

"Here may be an answer to the riddle," said the President. "We know of this Benoni, also that he purposed to demand his grand-daughter of us, though until he did so it was not for us to

speak." Then he put it to the Court that Benoni should be admitted.

To this they agreed, and presently the Jew came, splendidly attired, his long white beard flowing down a robe that glittered with embroideries of gold and silver. Entering the dim, cool hall, he stared in amazement at the long half-circles of venerable, white-robed men who were gathered there. Next his quick eyes fell upon the lovely maiden who, attended by the dark-visaged Nehushta, sat before them on a seat of honour, and, looking, he guessed that she must be Miriam.

"Little wonder," reflected Benoni to himself, "that all men seem to love this girl, since at the first sight of her my own heart softens."

Then he bowed to the President of the Court and the President bowed back in answer. But not one of the rest so much as moved his head, since already every man of them hated this stranger who was about to carry away her whom they called their Queen.

"Sirs," said Benoni, breaking the silence, "I come here upon a strange errand—namely, to ask of you a maid whom I believe to be my grand-daughter, of whose existence I learned not long ago, and whom, as it seems, you have sheltered from her birth. Is she among you here?" and he looked at Miriam.

"The lady Miriam sits yonder," said the President. "You are right in naming her your grand-daughter, as we have known her to be from the beginning."



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"Then why," said Benoni, "did I not know it also?"

"Because," answered the President quietly, "we did not think it fitting to deliver a child that was committed to our charge, to the care of one who had brought her father, and tried to bring her mother, his own seed, to the most horrible of deaths."

As he spoke he fixed his eyes indignantly upon Benoni, as did every man of all that great company, till the bold-faced Jew dropped his head abashed.

"I am not here," he said, recovering himself, "to make defence of what I have done, or have not done, in the past. I am here to demand that my grandchild, now as I perceive a woman grown, may be handed over to me, her natural guardian."

"Before this can be considered," answered the President, "we who have been her guardians for so many years, should require guarantees and sureties."

"What guarantees, and what sureties?" asked Benoni.

"These among others—That money sufficient for her support after your death should be settled upon her. That she shall be left reasonable liberty in the matter of her daily life and her marriage, if it should please her to marry. Lastly, that as we have undertaken not to meddle with her faith, or to oppress her into changing it, so must you undertake also."

"And if I refuse these things?" asked Benoni.

"Then you see the lady Miriam for the first and last time," answered the President boldly, while the others nodded approval. "We are men of peace, but, merchant, you must not, therefore, think us men without power. We must part with the lady Miriam, who to every one of us is as a daughter, because the unbreakable rule of our order ordains that she, who is now a woman grown, can no longer remain among us. But wherever she dwells, to the last day of her life our love shall go with her and our strength shall protect her. If any harm is attempted to her, we shall be swift to hear and swifter to avenge. If you refuse our conditions, she will vanish from your sight, and then, merchant, go, search the world, the coasts of Syria, the banks of Egypt, and the cities of Italy, and find her if you can. We have spoken."

Benoni stroked his white beard before he answered.

"You talk proudly," he said. "Did I shut my eyes I might fancy that the voice was the voice of a Roman procurator speaking the decrees of Cesar. Still, I am ready to believe that what you promise you can perform, since I for one am sure that you Essenes are not mere harmless heretics who worship angels and demons, see visions, prophesy things to come by the help of your familiars, and adore the sun in huts upon the desert." He paused, but the President, without taking the slightest notice of his insults or sarcasms, repeated merely:

"We have spoken," and as with one voice, like some great echo, the whole hundred of them cried, "We have spoken!"

"Do you hear them, master?" said Nehusha in the silence that followed. "Well I know them. They mean what they say, and that which they threaten they can perform."

"Let my grandchild speak," said Benoni. "Daughter, is it your wish that such dishonouring bonds should be laid upon me?"

"Grandsire," replied Miriam, in a pure, clear voice, "I may not quarrel with that which is done for my own good. For the wealth I care little, but I would not become a slave in everything save the name, nor do I desire to set my feet in that path my

parents trod. What my uncles say—all of these"—and she waved her hand—"speaking in the name of the thousands that are without, that I do, for they love me and I love them, and their mind is my mind and their words are my words."

"Proud-spirited, like all her race," muttered Benoni. Still he stroked his beard and hesitated.

"Be pleased to give your answer," said the President, "that we may finish our discussion before the hour of evening prayer. To help you to it, remember one thing—we ask no new conditions." Benoni glanced up quickly and the President added, "Those of which we have received a copy, that you swore to and signed in the presence of Marcus the Roman are enough for us."

Now it was Miriam's turn to look, first up and then down. As for her grandfather, he turned white with anger, and broke into a bitter laugh.

"Now I understand —"

"—that the arm of the Essenes is longer than you thought, since it can reach from here to Rome," said the President.

"Ay! that you can plot with Romans. Well, be careful lest the sword of these Romans prove longer than you thought and reach even to your hearts, O you peaceful dwellers in the desert!" Then, as though he feared some answer, he added quickly, "I am minded to return and leave this maiden with you to dispose of as you think fit. Yet I will not do so, for she is very fair and gracious, and with the wealth that I can give her, may fill some high place in the world. Also—and this is more to me—I am old and draw near my end and she alone has my blood in her veins. Therefore, I will agree to all your terms, and take her home with me to Tyre, trusting that she may learn to love me."

"Good," said the President. "To-morrow the papers shall be prepared and signed. Meanwhile we pray you to be our guest."

Next evening signed they were accordingly, Benoni agreeing without demur to all that the Essenes asked on behalf of her who had been their ward, and even assigning to her a certain separate revenue during his lifetime. Indeed, now that he had found her, so loth was he to part with this new-found daughter, that he would have done still more had it been asked of him, lest she should be spirited from his sight as, did he refuse, might well happen.

Three days later Miriam bade farewell to her protectors, who accompanied her by hundreds to the ridge above the village. Here they stopped, and seeing that the moment of separation was at hand, Miriam's tears began to flow.

"Weep not, beloved child," said Ithiel, "for though we part with you in the body, yet shall we always be with you in the spirit, now in this life, and as we think, after this life. Moreover, by night and day, we shall watch over you, and if any attempt to harm you" here he glanced at Benoni, that brother-in-law to whom he bore but little love—"the very winds will bear us tidings, and in this way or that help will come."

"Have no fear, Ithiel," broke in Benoni, "my bond, which you hold, is good and it will be backed by love."

"That I believe also," said Miriam, "and if it be so, grandsire, I will repay love for love." Then she turned to the Essenes and thanked them in broken words.

"Be not downhearted," said Ithiel in a thick voice, "for I hope that even in this life we shall meet again."

"May it be so," answered Miriam, and they parted, the Essenes returning sadly to their home, and Benoni taking the road through Jericho to Jerusalem.

Travelling slowly, at the evening of the second day they set their camp on open ground not far from the Damascus gate of the Holy City, but within the new north wall that had been built by Agrippa. Into the city itself Benoni would not enter, fearing lest the Roman soldiers should plunder them. At moonrise Nehusha took Miriam by the hand and led her through the resting camels to a spot a few yards from the camp.

There, standing with her back to the second wall, she pointed out to her a cliff, steep but of no great height, in which appeared little caves and ridges of rock that, looked at from this distance, gave to its face a rude resemblance to a human skull.

"See," she said solemnly. "Yonder the Lord was crucified."

Miriam heard and sank to her knees in prayer. As she knelt there the grave voice of her grandfather spoke behind her, bidding her rise.

"Child," he said, "it is true. True is it also that signs and wonders happened after the death of that false Messiah, and that for me and mine He left a curse behind Him which it may well be is not done with yet. I know your faith, and I have promised to let you follow it in peace. Yet I beseech of you, do not make prayers to your God here in public, where with malefactors He suffered as a malefactor, lest others less tolerant should see you and drag you to your father's death."

Miriam bowed her head and returned to the camp, nor at that time did any further words pass between them on this matter of her religion. Thenceforward, however, she was careful to do nothing which could bring suspicion on her grandfather.

Four days later they came to the rich and beautiful City of Tyre, and Miriam saw the sea upon which she had been born. Hitherto, she had fancied that its waters were much like those of the Dead Lake, upon whose shores she had dwelt so many years, but when she perceived the billows rushing onwards, white-crested, to break in thunder against the walls of island Tyre, she clasped her hands with joy. Indeed, from that day to the end of her life she loved the sea in all its moods, and for hours at a time would find in it sufficient company. Perhaps this was because the seethe of its waves was the first sound that her ears had heard, while her first breath was salted with its spray.

From Jerusalem, Benoni had sent messengers mounted on swift horses bidding his servants make ready to receive a guest. So it came about that when she entered his palace in Tyre, Miriam found it decked as though for a bride, and wandered in amazement, she, who had known nothing better than the mud-houses of the Essenes, from hall to hall of the ancient building that in bygone generations had been the home of kings and princes. Benoni followed her steps, watching her with grave eyes, till at length all was visited save the gardens belonging to him which were on the mainland.

"Are you pleased with your new home, daughter?" he asked presently.

"My grandfather, it is beautiful," she answered. "Never have I dreamed of such a place as this. Say, may I work at my art in one of these great rooms?"

"Miriam," he answered, "of this house henceforth you are the mistress, as in time to come you will be its owner. Believe me,

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child, it was not needed that so many and such different men should demand from me sureties for your comfort and your safety. All I have is yours, whilst all you have, including your faith and your friends, of whom there seem to be many, remains your own. Yet, should it please you to give me in return some small share of your love, I who am childless and friendless shall be grateful."

"That is my desire," answered Miriam, hurriedly, "only, grandsire, between you and me—"

"Speak it not," he said, with a gesture almost of despair, "or rather I will speak it—between you and me runs the river of your parents' blood. It is so, yet, Miriam, I will confess to you that I repent me of that deed. Age makes us judge more kindly. To me your faith is nothing and your God is a sham, yet I know now that to worship Him is not worthy of death—at least not for that cause: would I bring any to their death to-day, or even to stripes and bonds. I will go further, I will stoop even to borrow from His creed. Do not His teachings bid you to forgive those who have done you wrong?"

"They do, and that is why Christians love all mankind."

"Then bring that law into this home of ours, Miriam, and love me who sorrow for what I did in the blind rage of my zeal and who now in my old age am haunted by its memory."

Then for the first time Miriam threw herself into the old man's arms and kissed him on the brow.

So it came about that they made their peace and were happy together.

Indeed, day by day Benoni loved her more, till at length she was everything to him, and he grew jealous of all who sought her company, and especially of Nehushta.

(To be continued)

## Our Bookshelf

"SUBMARINE WARFARE."

MR. FYFE has treated this somewhat technical subject not only in a masterly manner, but in so easy and simple a style that its every detail is easy of comprehension to any intelligent reader. Moreover, the subject is one of the greatest interest to all who have our Navy and its future success in time of war at heart. The work is divided into two parts, the second of which is a complete history of submarine navigation from the seventeenth century, when one Cornelius Drebbel was reputed to have built "a vessel to go under water," till the present time, when we have submarines flying the white ensign. In Part I. it is purely as engines of war that the author treats of these vessels—that is to say, he discusses in separate chapters such questions as the place of the submarine in warfare, the morality of such a mode of fighting, the moral influence of under-water warfare, the submarine in action, etc., etc. Of course the success or failure of submarines in warfare is, as the writer points out, more or less a matter of conjecture up to the present, and by experiments it may "be decided that for our purposes a means of destroying the submarines of the enemy will be of more value than the boats themselves. On the other hand, the conclusion may be reached that for certain purposes this type of craft will be a useful adjunct to our fleet." "The submarine of the future," he continues,

"Submarine Warfare." By Herbert C. Fyfe. (Grant Richards.)

will be a diving torpedo-boat capable of manœuvring (1) on the surface, (2) awash with conning tower only above the water, and (3) beneath the waves." The nine vessels ordered for our Navy are really diving torpedo-boats, and are not intended for use under water, except for very short intervals of time. The means of attack against submarines is also ably described. At present this is by quick-firing guns; by firing shells full of high explosive, which bursting in the water near the boat will beat it in; and by firing explosives at the end of a spar. The opinions of the best authorities, English and foreign, on these matters are fully quoted. The volume contains many useful and interesting illustrations, and also an ably written introduction by Admiral Sir Edmund Fremantle, and a chapter on "The probable future of submarine construction," by Sir Edward Reed.

"TAYLOR ON GOLF."

We do not remember to have seen a more complete work on this popular pastime than this by a writer than whom none has more right to speak on the subject. Golf-players, from the merest tyro to the champion, cannot help but profit by the valuable "impressions, comments, and hints" (to quote the sub-title) contained in the volume. In the opening pages Mr. Taylor (who, it may be mentioned, was for three years the open champion) treats of the rise, progress, and prospects of golf, of different links, of championships in which he played, of tournaments and like matters. But the most useful chapters will be those in which the writer gives advice as to the art and method of playing the game. With the aid of excellent photographs, and remarkably clever and well-written text, he instructs the learner on such important points as the size of the several clubs, and when and how to use them; he enlarges on the most common faults and other mistakes and difficulties, explains how to cure or get out of them. In fact there is no detail of the game that is not ably dealt with. The book is divided into two parts, one treating of the game itself, and the other of the science and practice of playing it successfully. The future prospects of golf seem to be, according to Mr. Taylor, somewhat doubtful, not on account of the game becoming less popular, but because, owing to its increased popularity, the British Islands are becoming too small.

It is impossible (he writes) to close one's eyes to everyday facts and remain oblivious of what is becoming a more pressing danger. This is the problem with which we are unfortunately confronted on every side. Where shall we go in order to secure additional space for our game? If it is impossible to secure ample room golf cannot be played. We are being faced by this difficulty wherever we turn, and matters will not improve in this respect as time goes on and the population continues to increase.

This is, indeed, a momentous question. Golf must continue though nations cease to exist.

NATURAL HISTORY FOR CHILDREN

Mrs. Rose Haig Thomas's "Spiderland" (Grant Richards) is certain of an appreciative audience among children. It consists of a number of stories of insects, told in a simple yet so attractive a style that the acquiring of knowledge in this form cannot but be a great delight to our boys and girls. The author, although her tales are meant only for children, shows a more than usual knowledge of her subject, and, what is more, in her book gives evidence of not only thoroughly understanding those to whom it is addressed, but also of a knowledge of how to appeal to their hearts and their heads.

Another volume of somewhat the same nature is, "Eyes and No Eyes" (Cassell), by Arabella B. Buckley (Mrs. Fisher), who,

"Taylor on Golf." By J. H. Taylor. (Hutchinson.)

however, writes for children of rather tenderer years. The books, she says, are intended to be read aloud, but the information given in them requires explanation. In fact, her object is to make each lesson the groundwork for oral teaching, in the course of which the children should be encouraged to observe, to bring in specimens, and to ask questions. Though the subjects are treated of more in outline than the first-mentioned book, it covers more ground, and includes chapters on plants and birds, and is, moreover, profusely illustrated.

"DWELLERS BY THE RIVER"

Madge, or rather "Marge" Otton, "An Australian girl, born and bred in the Bush," possessed to an intense degree the sort of personality that seems to have some special attraction for sensational incidents and experiences; just as there are others to whom nothing has happened and nothing ever will. Though not the principal character in all the five tales told by Mrs. Campbell Praed under the title of "Dwellers by the River" (John Long), their plots and persons gather to her as naturally as steel filings to a magnet, and she holds them none the less firmly into a sort of dramatic unity. That she emerged, a young and happy bride, after passing through four really terrible tragedies, speaks much for the elasticity of her nature. The scenery and atmosphere are of the Australian Bush some forty or fifty years ago. How well these are realised by Mrs. Praed need not be said; nor less to be taken for granted is the power with which she handles her somewhat cruel themes. Perhaps the most powerful, as well as certainly the cruellest, is the story of "The Baby's Christening," where a loving mother kills her child by adorning it for its baptism with poisonously beautiful and fragrant flowers. The other tales are of a rougher and less poetic order: but all possess the same sort of fascination of colour and circumstance, though it be the fascination of pain rather than of anything that can be called pleasure.

MRS. CLYDE

"Mrs. Clyde: The Story of a Social Career," by Julien Gordon (Methuen and Co.), tells how a New England woman, by pluck and address, to say nothing of beauty and dollars, pushed her way into the fore-front of European society—not so easy a thing, even for a rich American widow, forty years ago as it is to-day. Inasmuch as the attainment of her all-absorbing ambition cost her everything really worth having, the moral is obvious. On the other hand, as she really had no heart to sacrifice, and as the loss of a front tooth was the *ne plus ultra* of her sorrows, one hardly sees what chance of happiness under any circumstances she threw away—she being she. The author—or authoress?—knows Boston well, and is well versed in its special traditions.

"THE CHILDERBRIDGE MYSTERY"

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The Macphersons went out in a small boat to see the Naval Review, but unluckily lost one of their oars  
AT THE NAVAL REVIEW



Said 'Arriet: "If I was the Queen I would muke them bloomin' Tommies like off their 'ats—we caunt see nothink"  
A REMINISCENCE OF THE CORONATION



Robinson found a splendid seat, but unfortunately failed to notice when the tide rose  
AT THE NAVAL REVIEW

seems quite in the natural order of things: and it cannot but be regarded as a grave error on the part of that fine young Colonial, his son, to put the case into the hands of an ordinary detective instead of some expert of the Psychological Research Society. Indeed, any novel-readers of experience would have done as well as either: for our own part we put our finger on the actual criminal without a moment's hesitation, all circumstantial evidence to the contrary—and there is plenty of it—notwithstanding. Of course, however, we will not be so unsportsmanlike as to give Mr. Boothly away. We envy the inexperienced novel-reader too much to deprive him, or her, of a single chance of guessing wrong.

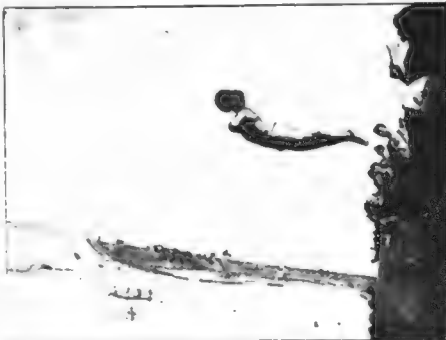
"JEM TWELVES"

Mr. W. F. Shannon seems disposed to do for the Bluejacket

what Mr. Rudyard Kipling has done for the sister-service with his "Soldiers Three." "Jem Twelves, A.B. and Trained Man," who gives his name and title to one long and half a dozen short stories (Methuen and Co.), is an arrant "sea lawyer" with an abnormal and unprofessional development of jaw, who, in company with his grumbling Achates, Malachi Eaves, blunders through a series of South African adventures with all the naïveté and knavery which the comic English novelist delights to ascribe to the comic English sailor. However, like his military prototypes, whatever he may lack in actuality is made up by the skill of his inventor. He may not exist, any more than Porthos or Mulvany; but he is no less alive. And what more needs to be said, when—however remotely—the talent of Mr. Shannon suggests the talent of Mr. Kipling, and the talent of Mr. Kipling the genius of Dumas?

"PAPA"  
Mrs. C. N. Williamson's story of "Papa" (Methuen and Co.), recounts the experiences of a girl who, with the kindest if not the wisest of motives, personates the only daughter of a rich, handsome, and far from elderly widower, whom various circumstances had prevented his real child's acquaintance before she was old enough for a runaway marriage. The resulting complications are inevitably wild. But Mrs. Williamson knows how to tell a story in such wise as to make her improbabilities additional attractions. Her sense of humour carries her in triumph over otherwise fatal places; and when some specially startling extravagance provokes a smile, one feels convinced that the smile was originally her own. In short, one reads her stories with all the ready and willing sympathy that courage and spirit can command.

**DIVING.** Ask an Artist for a drawing of a diver, and he is almost certain to give you a picture showing the conventional dive—legs and arms outstretched, and the man plunging into the sea like an arrow. It would be seldom, indeed, that we should see represented the dive which is here depicted by the camera. In these short notes we are not, however, interested in diving, but desire only to touch briefly upon a few necessary points which are essential to success in photographing objects of this kind. Even the novice in photography knows the difficulty of obtaining satisfactory negatives when he is using a speed of anything over a hundredth of a second; the results are shadowy—mere ghosts of what they should be—and any rapidly moving object, such, for instance, as the present dive, is represented by an indistinct blur extending across the plate. For such a fault there may be several reasons, but two causes of failure can here be given. The lens may be so slow that any fast exposure is impossible, and the shutter may also have the same defect. A good hand camera should have a lens such as the Goerz Double Anastigmat, which, at its fullest opening, i.e., greatest rapidity, will even



enable pictures to be taken in RAINY WEATHER. If such a lens is combined with a focal-plane shutter, then the amateur can confidently look for success whatever instantaneous subject he undertakes. Combine these two essentials in an apparatus having every adjustment necessary for the most advanced worker, and, at the same time, much more compact than the crude and cumbersome boxes still in vogue, and shall we not say the ideal of the amateur is realised? Such an instrument is the Goerz Anschütz Folding Camera, the embodiment of what a hand camera should be—efficient, light, compact and simple. It can be used with either plates, flat films or the convenient daylight loading films, and all of these can be used with the same camera. If the Goerz Anschütz Folding Camera produces excellent negatives with exposures so short as 1-1,000th of a second, it can scarcely fail with an exposure of 1-20th second, and this is, indeed, the case. The West End Agents, The London Stereoscopic Company, 106-108, Regent Street, W., and 54 Cheapside, E.C., will be happy to send a pamphlet on application, or Mr. C. P. Goerz, Nos. 1 to 6, Holborn Circus, will send it, if THE GRAPHIC is mentioned.

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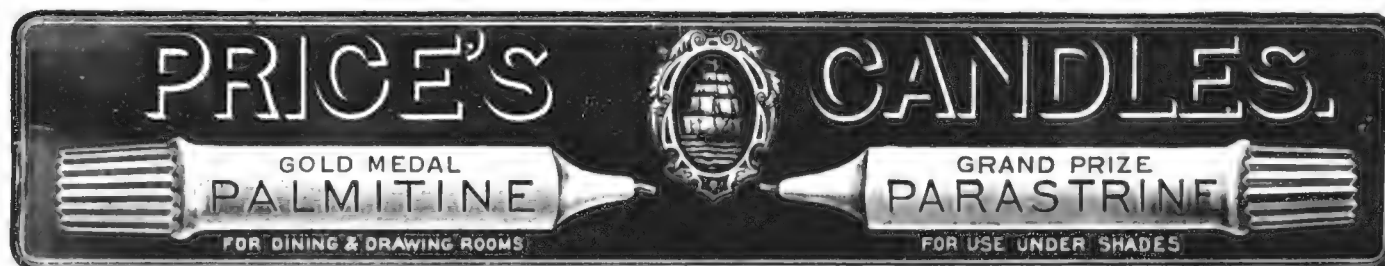
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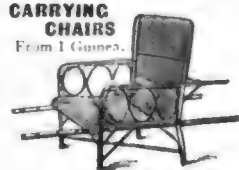
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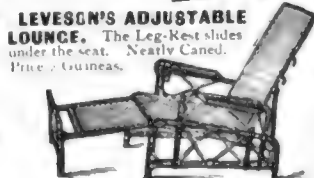
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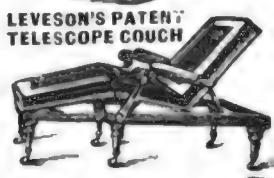
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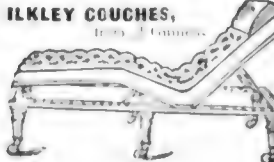
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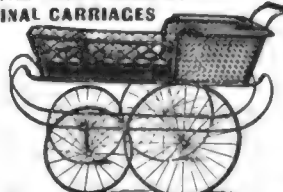


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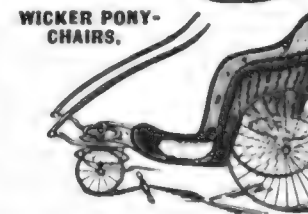
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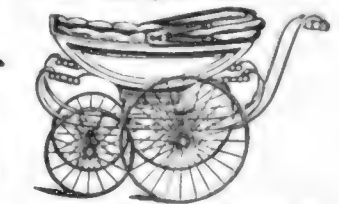


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THE DECORATIONS IN HIGH STREET, GUILDFORD

## Music

### OPERA IN ENGLISH

ANOTHER attempt is about to be made to popularise opera in English during the autumn at Covent Garden. The season will start next Monday, and thirty-five representations in all will be given at very cheap prices. Indeed, considering that the amphitheatre will be only two shillings, with a gallery at a shilling, seats in the pit boxes at four shillings, and most of the stalls at six shillings each, it is obvious that an appeal is to be made to the

middle-class amateur, who, as a rule, has only a limited amount to spend upon his amusements. Hitherto, it is true, it has been found that the middle-class music-lover is the most difficult to please, and that he will only support opera if fashionable singers are engaged. To such a man the present season does not appeal, although it is promised that the company shall be good as to *ensemble*, if not strong in "stars."

Reliance will chiefly be placed on familiar operas of the general repertory, besides one completely new work—that is say, Signor Pizzi's one-act operetta, *Rosalba*, originally written for Madame Patti, but subsequently produced in Italy. We are also promised, for the first time since 1890, a revival of Ponchielli's *La Gioconda*, which is based upon one of Victor Hugo's plays. The ballet music has always been admired, but the opera suffers from the fact that one of its characters is a blind woman. It is also intended to revive *Martha*, an opera which ought to suit this modest company well. The Covent Garden scenery and decorations prepared for the grand season will be available this year, and will be especially useful for the proposed production in English of *Siegfried*, *Tristan*, *Tannhäuser*, and *Lohengrin*. Such favourite French works as *Carmen* and *Faust* are to be given, besides modern Italian operas like *Cavalleria Rusticana* and *Pagliacci*, while old Italian opera will be represented by Verdi's *Il Trovatore*, and old English operas by those well-worn works, *Maritana* and *The Bohemian Girl*. It is, as everyone will be glad to learn, proposed to revive Benedict's *Lily of Killarney*, one of the best operas ever written to English words.

The company engaged is stronger than is usual where English opera is concerned; and most of the artists, indeed, have long been members of the Moody or the Carl Rosa Companies. The sopranos include Mesdames Blanche Marchesi, who during the past spring has made her *début* on the operatic stage in the suburbs; Madame Fanny Moody, Miss Zélie de Lussan, Madame Alice Esty and Miss Hickisch. The contraltos will be Miss Lily Moody and Miss Marie Alexander, while the tenors will be Mr. Brozel, who has just returned from Bayreuth, Messrs. Coates, O'Mara and McClellan. Among the other vocalists will be Messrs. Dever, Fox, Alec Marsh, Charles Magrath and Charles Manners, Mrs. Arthur Rousby, Miss Crichton and Mr. Payne Clark. An orchestra of sixty performers, many of them members of the grand season band of Covent Garden, have been engaged, and there will be a much larger chorus than usual. Mr. Manners, indeed, has taken special pains with this department, and it is stated he has engaged a large number of young and fresh voices, so that the chorus, which is generally the weak point at Covent Garden, bids fair to be more important than usual. The result of the experiment will be watched with interest.

### QUEEN'S HALL CONCERTS

The Promenade Concert season at Queen's Hall, concerning which, a few weeks ago, there was some little doubt, will open this (Saturday) evening, under much the same conditions as in former years. The Queen's Hall orchestra, under Mr. Henry Wood, will



This photograph shows a train in the railway station of Southend-on-Sea. Busts of the King and Queen stood on pedestals above the buffers of the engine, which was gaily decorated. The train had just come in from London when the photograph, which is by George Hatch, was taken.

A DECORATED LOCOMOTIVE

take part, and there will be frequent novelties, in which, it is satisfactory to learn, the British school will not be neglected. We are, furthermore, to hear the whole of the symphonies of Schubert, for the first time since Mr. Manns gave his memorable Schubert cycle at the Crystal Palace, some twenty years ago. We are also promised the whole of the symphonies of Beethoven, and all the symphonies of Tchaikowsky (the first of them, to be heard on Thursday, bears the sub-title "Reverie of Winter," and has never before been performed in London), and most of the orchestral works of Brahms. In all sixty-six concerts will be given, under the auspices of a private limited liability company, with a capital of 1,000£, and with, as directors, Col. Arthur Collins, Mr. Egan Hill and Mr. Henry Wood, Mr. Robert Newman being manager. Among the British musicians who have promised new works are Miss Ethel Smyth, who will contribute an arrangement of a dance from her opera *Der Wald*, Messrs. Boughton, Holbrooke, Maclean, junr., Pitt and Ernest Blake; while the programmes will also include better-known compositions by Sir Arthur Sullivan, Sir A. C. Mackenzie, Messrs. McCann, Elgar, Cowen and Edward German.

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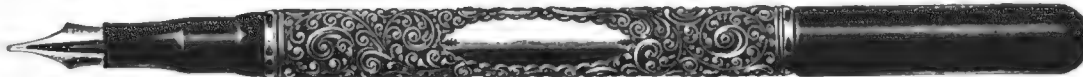


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## "Place aux Dames"

BY LADY VIOLET GREVILLE

THE terrible death of a millionaire and his wife in their motor-car when travelling at the rate of sixty-two miles an hour must cause reflection. The accident, apparently, was due to the man's neglect, and might happen any day; but the terrific speed at which the machine was travelling rendered death inevitable, and therein lies the danger. In a carriage you may be hurt or occasionally killed; in a motor, travelling faster than an express train, you court death, the impact is so terrific. Ladies are taking up the sport eagerly and learning to drive. It is said that Miss Kitty Loftus intends to steer her car on the stage in her new performance at the Savoy, while other actresses are keenly devoting themselves to the pursuit. It is well that women should realise that motors are irresponsible machines, requiring an experienced engineer for their management, and necessitating as much nerve as tact in their direction.

One is perpetually hearing of funny little incidents in connection with the Coronation, and the quaint dresses and medieval head-gear appear to have puzzled many good folk. I was somewhat amused the other day when looking in at a photographer's window where appeared the pictures of two flunkies in full dress livery, with powdered hair, plush breeches, silk stockings and gold-headed canes, to hear two girls behind me remark, one to another, "Look, there! those are Peers!" The ungraceful way in which some of

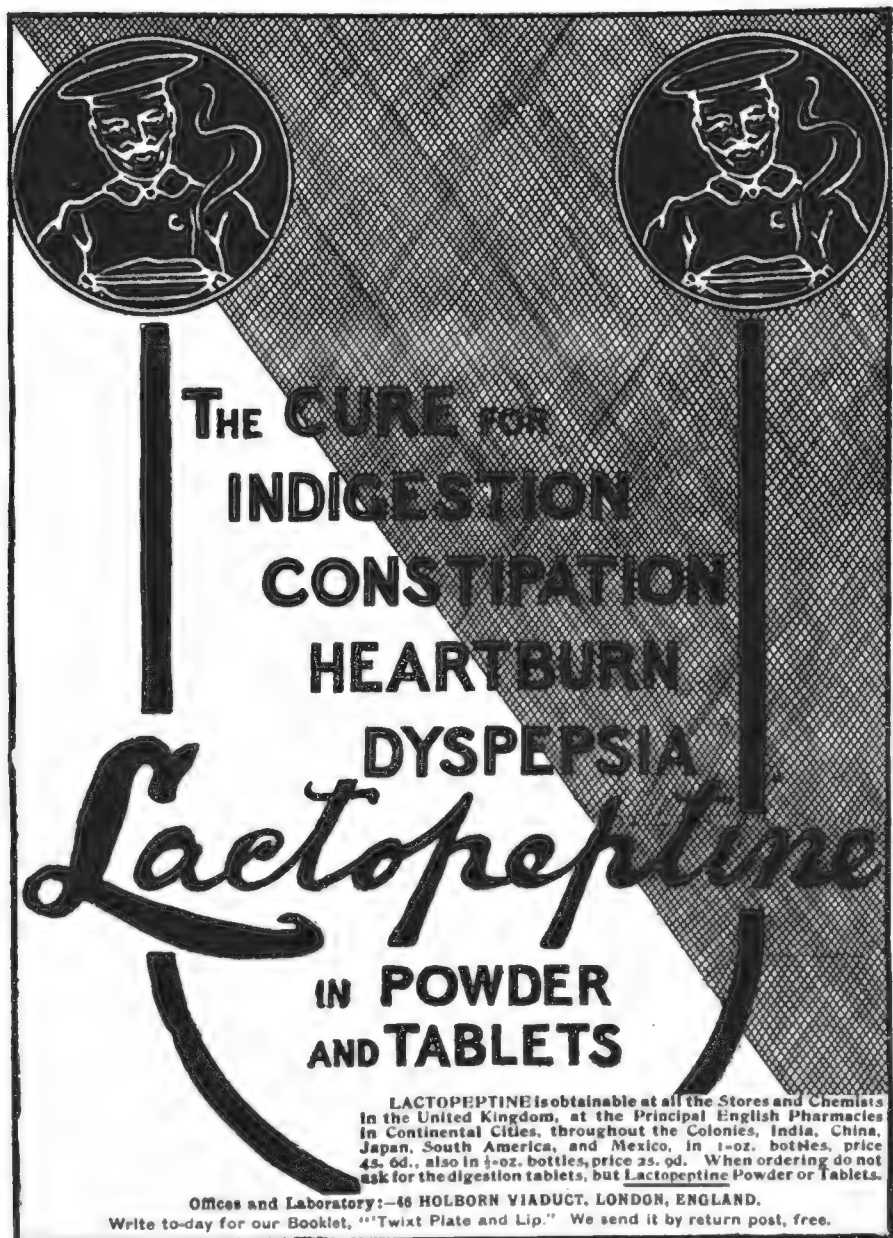
the nobility tucked up their robes and carried them under their arms, showed plainly that the dress was as unfamiliar to them as it was to the bystanders.

This is the period for open-air entertainments. Slowly, but surely, London is awaking to the fact that stuffy rooms are not the pleasantest place in hot weather, and that the charm of a garden, or the shade of trees, adds to the value of rest and food and drink. Balcony tea-rooms, open-air refreshment places, bands in the parks and on the embankment, are good beginnings, but we want more. We want open-air dining-places on the embankment and in the parks and wherever such things can be arranged, as they have them in Paris. Our ancestors understood this better than we do. Most of their merry-makings in summer took place in the open air, and the garden became a pleasure, and was freely used as a kind of sitting-room for the family and guests. In Evelyn's Garden we are told the guests assembled, paced beneath the holly-hedge, examined the bees in their new glass hives in the sunny corner by the herb-bed, or told stories and twanged the lute under the spreading plane tree, while, after the early dinner, people came to enjoy the evening in the cool fragrance of the garden. Every lady had her bower, where she read and meditated. Lady Warwick rejoiced in her wilderness for religious refreshment, others sought groves and temples, which accounts for the number of summer houses and grottoes to be found in old gardens.

London is empty now, says the fashionable world, and everyone flies from it as though it had the plague. Yet for those who cannot

or will not leave it, London still holds many charms. There are the museums and picture galleries, cool and solitary, to stroll in; there are the streets, where pedestrians and vehicles alike progress comfortably; there are the quiet churches with their dim religious light; there are the shops, where every attendant is a bowing nobleman anxious to secure your custom; there are the showrooms, where you may walk and admire to your heart's content, while languid shopgirls pause to gossip and observe the few stray customers; there are the theatres on wet evenings, and the parks on hot days, the clubs with disengaged, obliging waiters, the libraries where you may immerse yourself in quiet learning, and the Earl's Court exhibition, where you may behold the frivolities of Paris and the latest eccentricities in dress. Empty London is really pleasanter than full London for those who understand the art of enjoyment.

If the London season was a long and intermittent season, the grouse season promises to be a short and a bad one. Yet the exodus north was larger than ever this year. The price of grouse is quite within the reach of the ordinary housewife's purse and comes as a welcome novelty. Time was when all game was given away to friends, who never dreamt of buying any. Now it is sold in large quantities, and only a few chosen friends or relations are accorded the boon of a couple of brace. The first young grouse are certainly delicious, and eaten with bread and butter out on the breezy moor, form a dish for the gods. Many women shoot their own grouse now, but to my mind eating them is far preferable.



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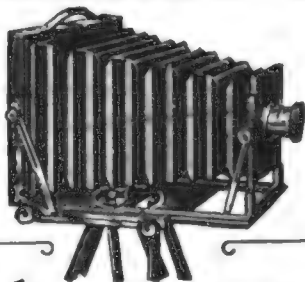
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## Rural Notes

## THE CORN HARVEST

THE very backward seasons in three cases out of four are marked by a short yield as well, but 1902 is likely to be an exception to the rule. Wheat is put by conservative estimates at thirty bushels, barley at thirty-two, while oats are of fine promise, and will often exceed forty bushels per acre. The injury of the bad weather in June, July, and early August was to the quality of the corn; neither wheat nor barley can attain an average in this respect. Wheat will need an unusually large admixture of dry American, Russian, and Indian grain, while fine, bright malting barley will probably be extremely hard to obtain. The oats, though plentiful, will not be high in nutritive value, and the price for English is likely to undergo a rather serious decline. The oats are now being cut in almost half the English counties, having come on since Lammas less slowly than wheat. The latter began harvesting in early counties on the eleventh instant, but the eighteenth was the usual date of commencement in Kent, Essex, Suffolk, and Norfolk, and September 1, which happens to be a Monday this year, is the date for which contracts with harvestmen have been extensively made in the district from Lincolnshire to Haddington. There are parts of Wales,

Cumberland, Galloway, and Western Scotland, where the fifteenth of September is likely to be the first day of harvest. Obviously, much still depends on the weather, and a fine four weeks from now may give better quality to northern, than is possible to southern, crops.

## ROOTS AND POTATOES

Turnips, swedes and mangolds are commonly lumped together as roots, while potatoes, though growing under the soil, are more properly labelled tubers. This is a step in the right direction, and the need in official reports is for a further separation. Thus the water-loving turnip should not be put into the same report with the mangold, which loves sun and does well with a much lighter rainfall than the turnip requires. This season roots, speaking generally, are five to ten per cent. above an average in promise, as the heavy rains from June 1 to July 31, were as useful to these May-sown plants as they were bad for both wheat and Lent corn. Cumberland, Westmoreland and the Scotch South-West report an extraordinary promise, and there are splendid reports to hand from such usually dry counties as Suffolk, Huntingdon and Notts. Potatoes promise peculiarly well in the north, also in Cornwall. They are of somewhat doubtful promise in that part of England lying S.E. of a line drawn from the Wash to the Southampton Estuary. Still,

there are many fine fields in Middlesex and Essex. Disease has not spread so much as was feared in Ireland, and is seldom met with this season in Great Britain.

## BRITISH VEGETABLES

It seems a strange thing that we cannot grow enough vegetables to keep our own people in green food and roots. Thirty million acres of the United Kingdom are uncultivated, and though the towns, the mountains, and the resting fallows are in their ways no loss or waste of land, there do undoubtedly remain millions of acres which are capable of growing the vegetables we now import. The case of potatoes is prominent, for they admit of easy storage. Yet imports have risen in the past ten years from three to eight million cwt. Onions, which when grown in England are of specially good flavour, and command a specially good price, are now imported to the enormous extent of over seven million bushels yearly. This tribute to France and Spain is so much wanton waste. Every farmer could put in a row or two extra of onions, while the cultivators of allotments have here a safe crop, so, too, have the grumbling owners of orchards, who are always complaining that the fruit does not pay to grow because it rots before it can be sold. Kent saves us for the most part from having to pay the foreigner for cherries. Still, 212,000 cwt. were imported last year.

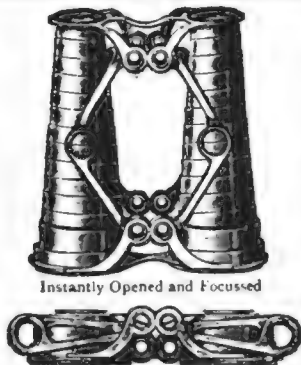
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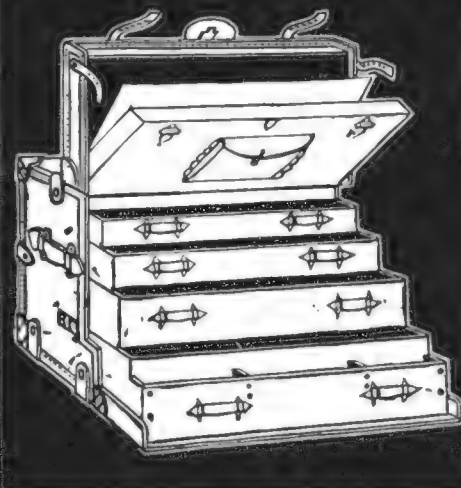
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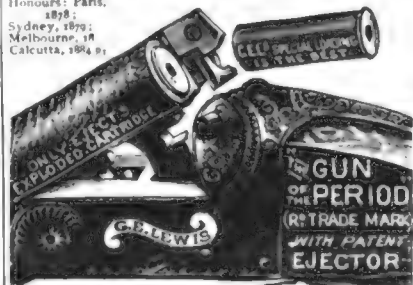
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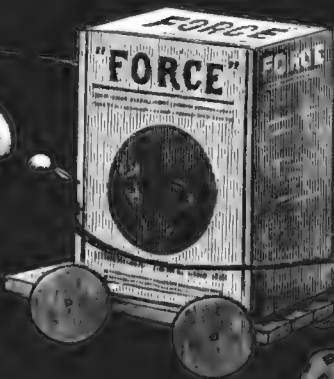


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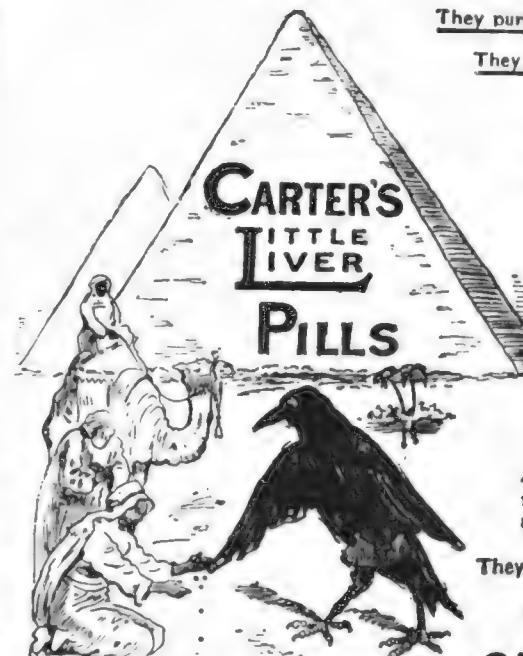
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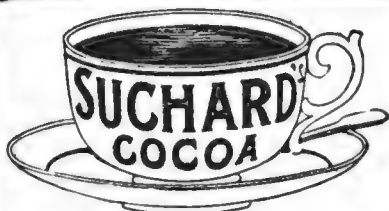
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